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HISTORY OF LAMBTON COUNTY



*Published by
Lambton County Historical Society
Sarnia, Ontario*

**Second Edition
1969**



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A HISTORY OF LAMBTON COUNTY

by Jean Turnbull Elford

Sarnia, Ontario, Canada

1967

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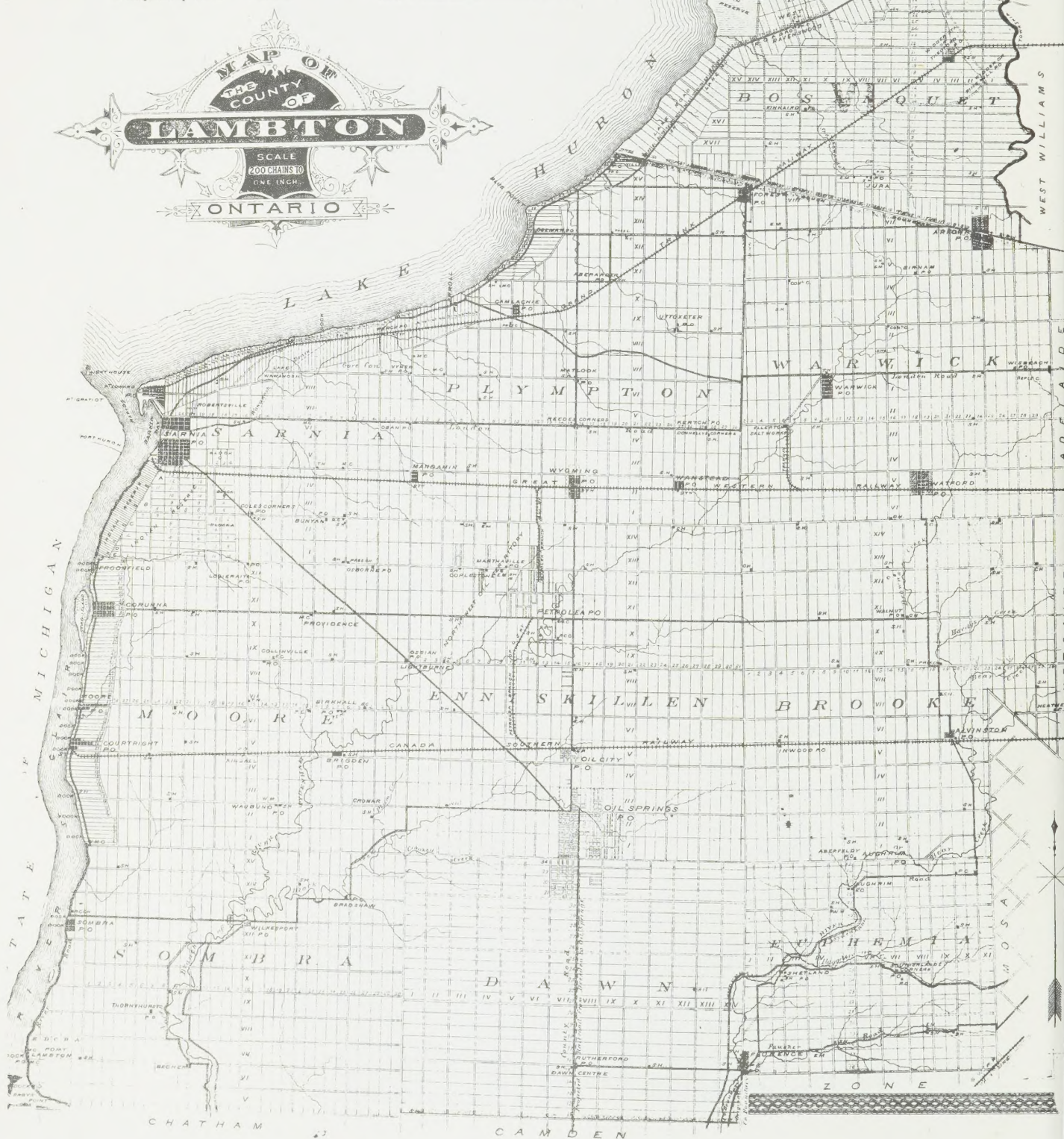
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ACREAGE.

Rural.....	645247
Urban.....	7413
Total.....	652660

Value of Manufactures.....\$ 2,097,898



. . Foreword . .

This book was written under the auspices of the Lambton Historical Society with the hope it would give the people of Lambton a deeper appreciation and wider knowledge of their county.

Most of the material was made available through the kindness of Mr. Edward Phelps, M.A., B.L.S. He has given generously of his time in collecting materials and in critical reading of the manuscript. Both the historical society and I are most grateful for his help.

I am also indebted to Mr. Leslie Smith for letting me use notes he made from micro-filmed copies of the Sarnia Observer published between 1853 and 1900.

For the chapter on shipping I owe thanks to Mr. M. E. Martyn, Mrs. John A. Pettit who let me use her late husband's historical collection, Mrs. Morgan Dalgety, Miss Leah Purdy, Mr. Bruce Drope, and Mr. Malcolm MacRae.

I am under obligation to the committee of the historical society who read the manuscript, to Mr. Eric Steward who helped locate suitable illustrations, to Mrs. Laurence King for making the index, to Miss Jean Deyo and staff of the Sarnia Public Library for courteous helpful service, the local Department of Indian Affairs, and to my husband whose advice and assistance lightened the burden of writing this book.

Many others aided me by providing material and in reading manuscript, and though grateful for their help, the number of their names prevents me from listing them here.

—Jean Turnbull Elford.

478 Maxwell Street,
Sarnia, Ontario.
April 18, 1967

Evolution of Lambton

Lambton is a favoured county. Its natural resources and its position on the seaway at the heart of the continent have made it prosperous through shipping and industry. Its deep level soil favours agriculture, and its mild climate allows fruit and tender crops to be raised. The scenic shores of Lake Huron and the St. Clair River are interspersed with resorts. Just as picturesque are the banks of the Aux Sables, the Chenal Ecarte, and the Sydenham River, which meanders into every one of the ten townships but Sarnia and Bosanquet.

Yet Lambton was covered with forests and unsettled much later than the rest of southern Ontario. The prevalence of swamp fever gave it a bad name, and being the most westerly county it was farthest from the ports of entry. For these reasons the Crown did not negotiate with the Indians for the bulk of it until 1827. A few French had come in after the British gave up Detroit in 1796, but no great numbers of Anglo-Saxon colonists came until the 1830's.

Lambton held out the lure of cheap land and a chance for independence. Who came to it? The distressed of the British Isles; tenant farmers kept poor with high rents; artisans, especially weavers, who could not compete with the new factories; demobilized army and navy veterans, who were granted free land and who could not find employment nor yet live comfortably in Britain on half-pay; and the Irish who were forced to emigrate or starve after the potato famines of 1845 and 1847. Many first generation Canadians also moved into Lambton from the east as well as colonists who had settled earlier on unfavourable locations.

The immigrants crossed the Atlantic on the returning timber vessels. Passengers carried their own food and bedding and lived all together, men, women, and children below decks for six to ten weeks. The port doctor at Quebec wrote that there was "no difficulty at the distance of a gun shot, either when the wind was favourable or in a dead calm, in distinguishing by odour alone a crowded immigrant ship." Those who sur-

vived the cholera of 1832 and 1834 and other epidemics that crowding made prevalent had another three weeks by boat from Quebec to Toronto. There they had a choice of stage coach part way and the rest on foot, or taking a boat, to Lambton. Numbers came by way of New York and from there on the Hudson River and Erie Canal to Buffalo, making the entire voyage from Britain to Lambton by boat.

Early Lambton was a poor man's land. The scantiness of the population added to the public poverty. Much land was taken up by speculators who had bought up the grants given to the children of United Empire Loyalists or the grants of war veterans who did not want to farm. Referring to the empty land the agent for immigration in 1834 wrote, "due to these blocks of wild land, a settler can hardly expect during his lifetime, to see his neighbourhood contain a population sufficiently dense to support mills, schools, post offices, places of worship, markets or shops..."

He continues, "I met a settler from the township of Warwick, returning from the grist mill at Westminster with the flour and bran of thirteen bushels of wheat. He had a yoke of oxen and a horse attached to his wagon, and had been absent nine days, and did not expect to reach home till following evening. [Total distance covered 90 miles.] He assured me that he had to unload wholly or in part several times, and after driving his wagon through the swamps, to pick out a road through the woods where the swamps or gullies were fordable, and to carry the bags on his back and replace them in the wagon."

In 1834, there were only 1728 people in the county. By 1836 the number had almost doubled. The Rebellion of 1837-38 slowed down immigration and no more outstanding periods of growth took place until after the potato famine in Ireland. The incoming Irish brought the population from just over 5,000 in the mid 1840's to 10,815 in 1851. Growth continued until 1891 when the population was 58,810. After that cheap land in the opening west and high wages in American cities drew people from Lambton, and

it was not until the immigration that followed the Second World War that the 1891 level was reached again. The 56,925 of 1941 became 102,131 in 1961.

A comparison of the census of 1861 and 1961 shows a big change in ethnic groups. Of the 24,916 in the county in 1861, 99% were of British Isles extraction. In 1961 only 70% of the population were of British Isles extraction, with French Canadian, Dutch, Germans, Poles, and Czechoslovakians forming the next largest groups.

Changes in religious affiliations accompanied the changes in ethnic groups. In 1861, 88% were Protestant with Methodist the largest denomination. Other prominent denominations in order of size were Anglican, Presbyterian, Roman Catholics, and Baptist. By 1961 the county was 79% Protestant with the United Church the largest denomination. It was followed in order of size by the Roman Catholic, Anglican, Presbyterian, Baptist, Christian Reformed, and Lutheran churches.

The first religious work in Lambton was done by Roman Catholic clergymen who worked among the French and Indians. The first Roman Catholic Church in the county was L'Eglise Du Sacre Coeur built at Baby's Point in south-west Sombra before 1836. The first Protestant Church, aside from the St. Clair Indian mission, opened at Errol in 1836.

Honourable Malcolm Cameron, local parliamentary representative, named Lambton in 1849 after John George Lambton, who as Lord Durham was governor-general of British North America for five months in 1838. In naming the county Lambton, Cameron showed his approval of Durham's recommendations that led to the union of Upper and Lower Canada in 1841, and he also honoured Durham's son-in-law, Lord Elgin, who as governor-general from 1847-54 implemented Durham's plans for self government.

Lambton had undergone many territorial changes by the time it was named. Until the Peace of Paris in 1763, it was part of New France. In 1788, what is now Ontario was divided into four districts, and what was to become Lambton was in the largest and most westerly district, that of Hesse. In 1791 the Province of Canada, now Ontario and Quebec, was divided into Upper and Lower Canada. The districts of Upper Canada were divided into 19 counties in 1792. Hesse, re-named the Western District, contained Kent and Essex counties. For the next 57 years what is now Lambton was the

north part of Kent in the Western District. After 1849 there were no longer district divisions.

Thus the detailed address, in 1835, of someone living where Sarnia is now, would have been: The Rapids, Sarnia Township, County of Kent, Western District, Upper Canada, Province of Canada. Except for The Rapids becoming Port Sarnia no change occurred until 1841, when Upper and Lower Canada were joined and Upper Canada became Canada West.

By the late 1840's, the pioneers of Lambton wanted to have a county separate from Kent and Essex. However the people in south Dawn, Sombra and Zone felt they had more in common with the area to the south than that to the north, and no separate county could be made until it was arranged for the part of the lower townships, containing Wallaceburg, Dawn Mills and Dresden, to remain in Kent. Then the separation was voted for with alacrity. Lambton was named in 1849, separated from Kent in 1851, made a provisional county with Thomas Fisher provisional warden in 1852, and the union with Essex being dissolved in 1853, Lambton obtained full status as a county.

The location of Archibald Young's office—he was the first warden—in full detail was Port Sarnia, Sarnia township, county of Lambton, Canada West, Province of Canada. By Confederation in 1867, the details had undergone three changes and were as they are now, Sarnia, Sarnia Township, Lambton County, Province of Ontario, Dominion of Canada.

It has taken since 1800 for generations of people to turn forest and swamp into modern Lambton with its city, two towns, nine villages, farms and industries. The foundations were laid by pioneers, who to overcome the lack of money and men and incidentally to fill a social need, formed bees to do such work as raising buildings or rolling logs together to burn. Even 30 years ago most threshing was done by bees. Nowadays the occasional bee that is held is held for quilting. By 1867, 70% were farmers; to-day only 20% of Lambtonians farm. The face of the county has changed too. As late as 1881, only 48% was cleared of forest, and only 45% of the cleared land was free of stumps.

Fences were chiefly oak and black ash rails and almost a quarter of the rural homes were log. Rail fences and log houses are rarities now, and some of the farms are close to prairie-like. One of the biggest changes, though, is in the lot of the people whose increasing prosperity is as great as that enjoyed anywhere in Canada.

Lambton's first citizens

The Indians of Lambton under the influence of the white people who surround and outnumber them have adopted a whole new way of life in less than two hundred years. Christianity has ousted paganism. British rule has supplanted that of hereditary chiefs. The Indian tongue is a supplement to English. Homes with electric appliances are the counterparts of the wigwams. Hunters have become industrial workers. Formal schooling has taken the place of native skills learned in hunting, fishing, and traversing the bush. The warpath has led Indian braves to Europe in two world wars. Their boundless acres have shrunk to three reserves.

All Lambton was held by the Indians until 1790. Over the next 37 years, all but five Reserves and Stag and Fawn Islands had been surrendered. Thanks to an act of 1763, the Indians were not dispossessed of their land without their own and the Crown's consent.

The Indians living on the 2,200,000 acres surrendered in 1827 numbered only 440. They settled on Kettle Point, Stoney Point, first called the Sable Reserve, and the St. Clair Reserve. The Lower Reserve in Moore had so few on it that the Indians sold it in 1843. In 1841 and 1842 the Crown purchased 400 acres in Enniskillen for a sugar bush for them and five families settled on it. The government took over the Stoney Point Reserve for a military base during the Second World War and still hold it. Meanwhile the Stoney Point Indians are at Kettle Point.

The Walpole Reserve is made up of three islands south of Sombra lying between the St. Clair River and the Chenal Ecarte (the Snye). The largest island is Walpole. St. Anne's lies east of it and is separated from it by Johnston's Channel. Squirrel Island lies to the southwest of Walpole and is separated from it by Chematogan Channel. The east part of it and the south parts of St. Anne's island and Walpole are marsh.

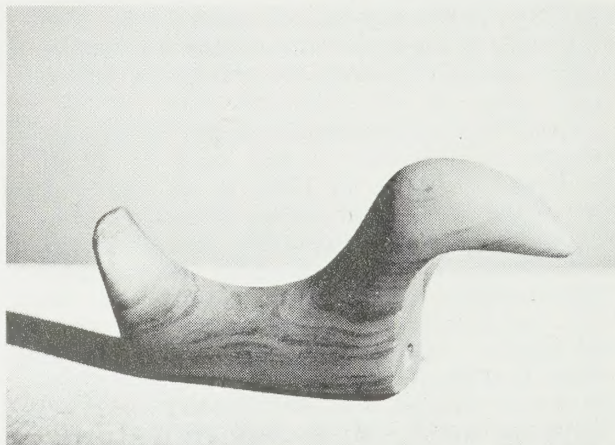
After the Indians came to the reserves, the government appointed agents to help them manage their affairs. The first agent

stationed at Sarnia was William Jones, who took office in 1831 and supervised the St. Clair Reserve and the two in Bosanquet. At Walpole, the first agent was J. W. Keating, appointed in 1838.

A band of Chippewas who had fought on the British side during the American Revolution were the first to take up residence on a reserve in Lambton. Colonel Alexander McKee, Deputy Agent of Indian Affairs, brought around 300 of these Indians to Walpole, or St. Mary's Island as it was first known, after the surrender of Detroit in 1796.

In the words of J. W. Keating, "The Indians [at Walpole] left without assistance or support soon became prey to their rapacious [white] neighbours and easily fell into snares set for them, and signed papers, the purport of which they knew not. These turned out to be leases for the best and most fertile of their lands, of which forcible and instant possession was taken. When I came among these there was hardly a foot of arable land they could call their own; but thanks to a recent act of parliament, I was enabled to expel many of the most audacious intruders and place their farms at the disposal of the Indians."

In 1842 Pottawattomie and Ottawa Indians from Michigan who had fought for the British in the war of 1812 asked the In-



Early Indian artifact, found in Sarnia Township

dians in Lambton to let them live on their reserves to avoid being sent to the western United States. The request was granted and 840 Indians came to Walpole and lesser numbers to the Sarnia and Bosanquet reserves.

Originally a hereditary chief and lesser chiefs looked after any band interests not covered by the Indian agents. Joshua Wawanosh was the head chief of the Chipewas on the Sarnia and Bosanquet reserves at the time of the treaty of 1827. He died at Sarnia in 1871 at the age of 85. His son was the last of the hereditary chiefs, for in 1876 legislation provided for the election of chiefs. Elections are held every two years for chief, and councillors who number one for every 100 band members. The present chief at Sarnia is Mr. Frederick Plain and there are six councillors.

At Kettle Point a chief contemporary with Wawanosh was David Shawunce who was born in 1804 and died in 1879. His elected counterpart to-day is Thomas Bresette who is assisted by a council of five.

The present chief at Walpole Island is Mr. Burton Jacobs and he is assisted by 12 councillors. One of the chiefs in 1848 was Shahwawannoo, formerly an aide-de-camp to Tecumseh. A grave, believed to be that of Tecumseh, is on Walpole and is marked with a monument.

In 1959, Agent F. L. Hall handed over to Chief Burton Kewayosh of Walpole and his council the right to manage the band's budget. In 1965 agent Vernon Robinson closed the agency and turned over the affairs of the band to Chief Burton Jacobs and council. Responsibilities assumed include: public works, leasing of reserve land, payment of medical premiums — a start on the way to complete self-government.

The Indians were given the right to vote in the federal elections for the first time in 1963 without forfeiting any of the privileges they enjoy as Indians. Another democratic step was taken in their own bands in 1951 when Indian women were allowed to vote for chief and councillors. Since then some women have been elected to office.

Payments for the land relinquished helps the Indians with the cost of living, and they benefit from old age pensions, childrens' allowance, and other welfare bonuses available to other Canadians. The Sarnia Indians have the advantage of being where they may

be employed in industry. The Bosanquet Indians also come in to Sarnia industries and some rely on the tourist business, guide work, employment at the Forest basket factory and at the poultry processing plant at Arkona.

At Walpole much of the income is derived from leasing 3000 acres to white farmers, rent from cottagers on the west half of Squirrel Island, guiding, and the sale of hunting and fishing licenses. These Indians received \$200,000 for the right to put the seaway channel through the centre of Squirrel Island. Many of the men earn a livelihood in the industries of Algonac and Wallaceburg.

The Walpole Indian being on an island is dependent on ferries to get him to the Canadian and American mainlands. The ferry across the Chenal Ecarte was first a scow named the **Mokwenah** after an island road. Chief Peter Hill operated it in the early 1900's then Solomon Hill. Around 1920 Charles Jacobs bought it and operated it for many years. For a time Hilton Stratton of Wallaceburg ran a steel scow with a gasoline engine. The Jacobs family bought it and still run it.

On the west side of the island, the first gasoline ferry went into operation about 1900. James Elgin and Ziba Brigham owned it. The launch **Della** operated by James Williams was the next ferry. Williams sold to an American and for a time Edward Kiyoshk ran the ferry for American owners. Then Frank Bray of Port Lambton bought the business and added two scows to carry cars. In 1939 Morgan Dalgety replaced the wooden launches and scows with the **Lowell D**, a diesel-powered steel ferry. Grant B. Dean of Port Lambton bought the business in 1949 and has run the **Lowell D** ever since.

On the days that the Walpole Indians had their annual Fair as they did until they replaced it with a Pow Wow in recent years, the ferries would have crowds of passengers. Another event that took people to Walpole was the pony sales. The first settlers on Walpole brought their horses with them and let them run wild. A tough chunky pony evolved, and up until the 1950's numbers of them were seen on the south end of the island around Goose Lake.

At the Sarnia Reserve the Indians had an annual fall fair from the early 1900's to the late 1930's. Horse races and stock shows were features of it as were displays of wo-

men's work and school children's art in the council house.

School children on the St. Clair Reserve have had educational opportunities and English speaking teachers since 1832. Their first school opened then with Elijah Harris the teacher. Within the next 20 years, a school opened at Walpole. At the Bosanquet Reserves where there were only 44 people in 1858, schools and teachers came much later.

Starting in 1955, the St. Clair Reserve children went to Sarnia schools and now 129 are in grade school and 30 in high school. At Walpole 193 attend the three primary schools on the island and 182 go to Wallaceburg public and high schools. At Kettle Point the kindergarten and primary pupils go to the reserve school but all the others attend Forest public and high schools.

Until the Indians settled on reserves, their roving habits made it hard to establish missions among them. French Roman Catholic priests held services at all the reservations once they were settled. At Walpole Father Du Ranquette had the mission Du Sacre Coeur and a mission house built in 1847. The church burned but was replaced and Roman Catholic services were held until the 1860's.

In 1832 the Wesleyan Methodists stationed Rev. Thomas Turner at Sarnia. He worked mainly there but did make trips to other reservations.

Rev. James Evans succeeded him in 1834. He spoke Ojibway and translated scriptures and books for his parishioners. He converted many Indians in his four year pastorate. In one of his letters he writes of the conversion of the wife of Chief Wawanosh. "On being informed that scriptures forbade superfluity of dress, she observed, 'I did not know that yet.' Her hat, a beautiful beaver decorated with silver bands and mounted with seven elegant plumes was at once brought down to the proposed standard of utility without expensive superfluity."

Between 1858 and 1865, Rev. Thomas Hurlburt was the Methodist missionary to the Sarnia and Bosanquet Reserves. In 1864 he wrote: "There are over 500 souls on the three reserves. They constitute one band or tribe. I first saw them 32 years ago. They were then, as all uncivilized and unchristianized Indians are, dissipated and dying at the rate of about eight or ten per cent per annum. At that time they made no improvements in agriculture but lived entirely by fishing and hunting. Now they raise about 1500 bushels of wheat per an-

num, and have many cattle, horses, hogs etc. All this material prosperity is fairly attributed to the preaching of the gospel among them. In addition there are doubtless more than 100 men and women living on these reserves, who, but for the labours of the missionary, would have destroyed themselves by dissipation."

A succession of Methodists and United Church ministers have worked with Indians both at Sarnia and in Bosanquet as well as Walpole Island. Each reserve has a United Church at the present time.

The Anglican Church began its ministry among them in 1840 when an Anglican Indian catechist first held services at Stoney Point. At Walpole, the first resident missionary was an Anglican, Rev. James Coleman appointed in 1840. The Anglican Church of St. John The Baptist opened at Walpole in 1847 during the ministry of Rev. Andrew Jamieson. Anglican missionaries also served the St. Clair Reserve. They first came in 1846 but do not seem to have had a church until the coming of Rev. E. J. Wilson in 1868. Anglican services on this reserve were discontinued shortly after the first World War. Anglicans opened the first church at Kettle Point in the 1860's. It was closed for a time and re-opened in 1875 and is still open.

The Pentecostal Church in recent years has held services in rented buildings on all the reserves. The Church of Christ has a building where regular services are held on the St. Clair Reserve.

While the white man's missionary efforts have been a great benefit to the Indians the white man's liquor and diseases have caused great distress. The Indian Act of 1876 forbade the sale of liquor to Indians but at the Indians' request this law was repealed in 1951. Indians were particularly prone to tuberculosis and it was once thought that the race would die out from it.

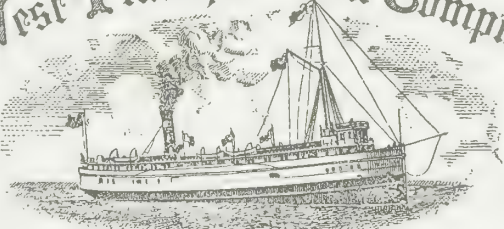
Major John Richardson in his book *A Trip to Walpole Island and Port Sarnia* in 1848 says: "As I contrasted the really native dignity and simplicity of these interesting people, with the loathsome hypocrisy of civilized life, I could not but deeply deplore the fast approaching extinction, as a race of the first lords of this soil, whose very memory will soon have passed away..."

For a dying race the Indians have lasted very well. By 1842 there were approximately 1580 on all the Lambton reservations. By 1861 they were reduced to 1265. In 1881

there were only 1250. After that births and deaths balanced each other until 1931 when the Indian population rose to 1424. Since then the population has nearly doubled to reach 2731 at the end of 1965. So far from being a dying race the Indians are the fastest growing ethnic group in Canada.

They have anglicized their names and adopted the way of white civilization but have retained their identity as a nation and their pride in being Indians and the first people in Canada.

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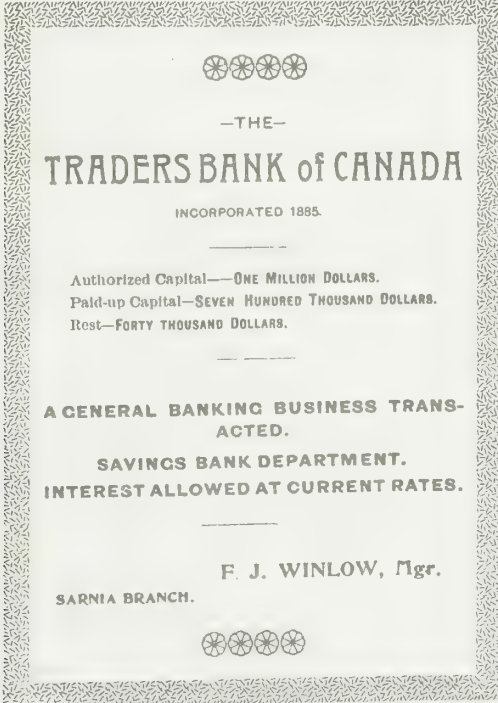
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Shipping

With Lake Huron on the north side and with its thirty mile western border stretching along the St. Clair River, Lambton County owes much of its growth and prosperity to its situation on these navigable waters. The first settlers came into the county by water and were dependent on it for transportation before there were railroads and highways. To-day the big industries are established along the river mostly because ships can bring in raw materials and fuel and take products directly to any port in the world.

Steam passenger boats started to run between Port Huron and Detroit around 1830 with stops on the Canadian side. They were small, slow, and underpowered but easier to manoeuvre in the river than the sailing

ships. These were in general use on the lakes until the late 1870's when steam began to replace sail,

The early steamers fuelled with wood and Lambton forests were chopped down and sold for \$1.00 to \$1.50 a cord at the end of the concession lines from Sarnia to Baby Point. Coal burning boats were the next development and from the 1880's until the 1950's steamers went up and down the river in a cloud of black coal smoke. Some are still coal-fired but the newer boats are diesel-powered.

Until recently the Americans had by far the greater number of ships on the lakes, but by 1966 Canadian ships numbered 219

and American 278. However the American ships carry over twice the tonnage. Since the opening of the seaway, ships registered all over the world share the passages with them. Even with this addition there are enough less vessels than there used to be to lead to the belief that shipping is on the decline. In reality, fewer but larger ships are carrying bigger cargoes faster and farther than ever before.

The first ship on the river was a sailing vessel, La Salle's **Griffon**. She went up in August 1679 on a fur trading expedition from which she was never to return. Among those aboard her was Father Hennepin, a French priest. He named the lake and river Ste. Claire because he sailed on them on August 12th, the day on which the Roman Catholic Church honours Sainte Claire.

Over one hundred and fifty years after the **Griffon's** passage settlers began to come into Lambton from Great Britain. Some came from British ports on returning lumber vessels on Atlantic crossings that took from five to ten weeks. From Montreal they travelled by stage coach to Kingston and from there by boat to Toronto. At Toronto they had a choice of being jolted in a stage coach over corduroy roads or tossed about in small boats going by the Niagara River, Welland Canal and Lake Erie to Detroit.

The most usual way of entering the county, and one that did away with transferring goods so often, was to sail from the old country to New York and come from there by boat along the Hudson River and Erie Canal to Buffalo and thence across Lake Erie to Detroit. The final leg of the trip from Detroit to Lambton was made on one of the steamboats, **General Gratiot**, **Huron** or **Red Jacket**.

Captain William Wright, who came that way and settled at Corunna, tells in his diary of how he arrived in 1835 on the **General Gratiot** and disembarked on planks laid from the boat to a large stone on the beach before his house. He had waited at Amherstburg while the house was built and there his wife died of cholera leaving him with seven children. Disembarking with them was his sister, a governess, and a servant. They brought along a dog, a cat, a cow and heifer, a boar and sow, a cock and five hens.

Settlers to other parts of Upper Canada or the western United States often came to Sarnia by boat in the course of their journeys. In August 1845 this advertisement appeared in the **Toronto Globe**:

"To Buffalo and Chicago via Port Sar-

nia, Hollisters' line of propellers, the **Samson**, **Hercules**, and **Prince**, George Durand, agent. Boat arriving the third day after leaving Buffalo."

The same paper carried this advertisement in 1847:

"The **Red Jacket** connects with the Canada Stage Line at Port Sarnia for Hamilton. Fare from Port Sarnia to London \$3.00. Agent J. B. Swart."

The **Canadian Free Press** of November 13, 1851, in describing shipping activity at Port Sarnia said:

"The steamers **Ruby** and **Pearl** run to Detroit and are in connection with a daily line of stages running to Hamilton via London. M. Segar and J. B. Swart, agents. The **Ruby** goes weekly to Goderich."

FERRIES

The first settlers along the St. Clair River depended on the American post offices, sawmills, and stores to receive and send mail and to buy clothing, food, sawn lumber, and hardware. They were not bothered by customs duties until after the first customs office was established in Sarnia in 1840.

The first ferry from Sarnia to Port Huron was a sailboat that received a franchise to transport the public in 1836. The second was a scow made from two dugout canoes braced several feet apart with a platform laid across and a paddle wheel in the centre. A mule tramped round and round to supply motive power. Later a larger scow with four mules was used, and a rival scow operated with four horses.

The steam ferry **United** began to run in 1850, and in 1856 the **Huron** was used as well. On June 1, 1860, the **Sarnia**, a wide, clumsy paddle-wheeler said to be the slowest thing afloat, was put into service. Regulations imposed on her owner stated that he should run the ferry between Sarnia and Port Huron from sunrise to sunset each day. Fares were to range from six pence for every two-wheeled carriage drawn by one horse down to three pence per head for sheep and swine. Starting in 1864 the **G. A. Brush** sailed under similar rules.

In the early eighties the Port Huron and Sarnia Ferry Company was organized and the former ferries were replaced by the **Hiawatha**, **J. C. Clark** and three American owned vessels. These were the **Grace Dormer** (Gracie Dormouse), **The James Beard**

(Jimmie Whiskers) and the **Omar D. Conger**.

The **Hiawatha** was sold in the 1930's and began to run out of Little Current where she was abandoned about 1940. The **Clarke** burned in Black River in 1905. The 70 foot **Grace Dormer**, the smallest of these ferries, served from the time she was built in 1886 until she was abandoned in 1925.

The obituary of the **James Beard** was recorded in the following verse in the 1920's:

Old Jim Whiskers
got lost in a fog
early at break of day.
He lost his bearings
and rammed the dock
So now he's laid away.

The **Omar D. Conger** built in 1882 blew to bits at Port Huron on March 26, 1922, killing four of her crew. One of her cast iron radiators went through the wall of a funeral parlour full of people without killing any of them, and her boiler landed on a house 300 feet away.

The **City of Cheboygan** with about 100 passengers from Sarnia was entering Black River at the time but was far enough off to escape injury. She was built in 1890 and was later named the **City of Port Huron**. She continued in operation until the bridge was built and then sank at her dock in Port Huron on April 8, 1939.

The largest of the ferries was the **City of Sarnia**, 107 feet long and 29 in the beam. She was built in Detroit in 1880 and served there for a number of years before joining the ferry fleet. After the bridge was built she lay idle at Port Huron until she was broken up in 1947.

For a few years in the twenties the **Louis Phillipe** and the **Lawrence** were part of the fleet. In 1926 the **Ariel**, then 45 years old joined it permanently. After her service she lay idle at Port Huron from 1939 to 1944 when she was towed to Detroit where she burned and capsized in 1948.

During the year 1922 the ferries handled 3000 cars. On the first of July weekend in 1926 they carried 2,600 cars. On Labour Day weekend in 1929 they transported 10,000 cars. Cars lined up bumper to bumper from the ferry dock hill at the foot of Cromwell Street back to the city gates at East Street and London Road awaiting passage on holiday weekends in the last years before the bridge was built. Some idea of inadequacy of the ferries may be gained

from considering that an average of 9,000 cars a day use the bridge in July, and of course the ferries never carried trucks.

Attempts were made to run passenger ferries after the bridge opened and two landing craft were fitted up and named the **City of Sarnia** and the **City of Port Huron** but the bridge offered too much competition and they stopped running in December 1957.

CORUNNA FERRIES

At Corunna, ferry service did not begin until Stag Island became a popular resort in the nineties. The David brothers, Ed. and Fred, started a rowboat ferry but business was too brisk for rowing by 1896, and their brother Joe bought the 32 foot coal-fired steamer **Delila**.

The **Delila** also ran excursions up Talfourd Creek when Ed. David reported that albino turtles were to be found there. Many fares were collected before it was learned that the albinos were mud turtles Ed had enamelled white.

The **Delilah** was abandoned by 1919 and replaced by a gasoline ferry run by, and named for Duncan Symes. This ferry went to Marysville as well as the island and ran with different operators for many years.

The ferries had to dodge the river traffic all of which passed between Corunna and the island until 1912 when a channel dredged west of the island took the downbound traffic. With the opening of the seaway the west channel was again enlarged and now it carries most of the ships.

Since the last war the island has been occupied almost exclusively by Americans and two ferries, the **Stag Islander** and the **Stag Island Queen** run on signal. On week-ends the **Stag Island Queen** is on the Marysville run and a Canadian Customs officer is on duty on the island.

Ferry service between Corunna and Stag Island has not been without hazard. In 1929 a speed boat cut the ferry almost in two, and in 1962 an explosion occurred on the **Stag Islander** with no one aboard but a teenage skipper who swam ashore.

MOORETOWN FERRIES

Mooretown probably had many years of accident free service to St. Clair, Michigan but since misfortune makes news the surviving records emphasize the disasters. The **Sarnia Observer** recounted two such events.



Omar D. Conger carries excursion crowds

On June 5, 1856, it noted:

"Upsetting of a ferryboat between Moore and St. Clair on Sunday last resulted in death of three people. Fourteen people were aboard when a squall struck her, causing the sail to jibe, and upsetting the boat. The wife of the ferryman, named Sale, and two of his children were drowned."

In April 1859 the same paper reported:

"The boiler exploded on the steam ferry Swift running between Mooretown and St. Clair. The ship was wrecked, two passengers were severally injured, the crew happened to be ashore."

News improved after that and a gazetteer of 1864 relates that Peter Beaton is ferryman. Then on June 9, 1871, the *Observer* reported on a new ferry as follows:

"Wm. Davie and Capt. Daly have purchased a ferry boat and are using it to convey teams etc. between Mooretown and St. Clair in tow of the *Alice Daly*. They intend to place a steam engine in her which will replace the *Daly*."

A ferry seems to have been running in 1878 judging by another item from the *Observer*: "The Mooretown and St. Clair ferry, *Julia*, has a new master, Captain A Morrison."

The *Julia* probably ran to Courtright as well because the customs office had been moved there from Mooretown after the Canada Southern Railway was built and Mooretown ceased to have direct cross-river service.

SOMBRA-MARINE CITY FERRIES

At least as early as 1862 there were enough people in Sombra village to justify ferry service to Marine City on the opposite bank of the St. Clair. The *Sarnia Observer* noted on August 22 that: "Mr. J. Gordon of Newport (now Marine City) is building a steam ferry to run between Sombra and Newport."

In the 1870's the ferry *Scoville* was in operation. She may have been one of the sailing ships built and sailed by Walter Folsom.

Samuel Whitely started his ferry service about 1880 with a row boat that could be sailed if there was a wind or pushed on runners when there was ice.

Passengers coming in by the Huron and Erie Railway improved business so much that Whitely's son, Thomas Whitely, put a yawl, the *Slent* on the run in 1890. Thos.

Whitely and W. W. Stover bought the **Vera**, later re-named the **Comfort**, in 1890. She ran until 1909 when Thomas Whitely built the **Whitely**. In 1912 Whitely built a scow for automobile carrying.

The last boat Whitely built was the **Delos W.** in 1921 named for his son. At the same time he built a scow and added another one in 1925. Delos Whitely drowned in 1933 and his father died the next year.

Over the years the Whitelys had competitors. In 1884 William Ball operated the sail ferry **Marion**. Later he ran her with a gasoline engine and she was the first licensed gasoline-powered passenger boat in Canada. She burned at her dock in 1912 when the gasoline tank exploded. Ball then built a new boat the **R. B.** named for his son which he ran except for the years 1914-1916 until he died in 1919.

After Ball died, Whitely had a monopoly on the business until Joe Miller of Marine City built the **Catharine M.** Feelings between the American and Canadian competitors were anything but friendly and they settled their differences by running alternate days. Finally Miller sold out and Whitely got possession of his ferry and re-named it **Miss America**.

An American, Frank Johnson, bought the Whitely business and replaced the two scows with one driven by a motor. This was sold to Hans Werner who ran it for a short time.

Morgan Dalgety and George Dean took over the ferrying in 1947. At the present time they are using a steel ferry, the **Dal-dean**, equipped to handle 12 cars and 100 passengers.

FERRIES FROM PORT LAMBTON TO ROBERT'S LANDING

Between Port Lambton and Robert's Landing traffic was first handled by row-boat and when weather permitted by sail-boat. Before 1880 Henry M. McDonald and George Bradley were rowing passengers across at five cents apiece.

Steam replaced manual labour when John D. McDonald bought Henry McDonald's franchise and put the steam ferry **Nellie H.** into operation. Steam gave way to gasoline toward the end of the century when an American, George Roberts, began to operate the motor launch **Pilot**.

From 1903-1908, a Detroitier, Julius Cook,

had his nephews George and Charles Davis of Port Lambton run the **Jewel**. She landed at the White Star Line dock beside the Dans-mere pavilion.

Another American, William Bedford, and his sons Ray and Roy were running the gasoline launch **Reliance** by 1914. Then Jim Ansell of Port Lambton bought the business, and he sold it to Webster Dawson, also of Port Lambton, in 1919.

Webster Dawson had a tow-scow built big enough to accommodate four automobiles when they became common. Herbert Roberts who worked for Dawson brought the first car over on the scow which was pulled by the motor launch **Owl**. Eventually Webster and his son Earl had two motor driven scows built, the **Larry D.** and the **Lu**.



Pulling off the **Island Queen** at Sarnia, following storm of 1913

In 1958 John Jillson, who had worked on the ferry scows for ten years, bought the business and still runs it.

RUM RUNNERS

During the prohibition days in the United States from 1919 to 1933, other boats besides the ferries carried on a cross-river business. They operated from boat houses stocked with liquor strung along the St. Clair from Point Edward to Port Lambton. Liquor cleared for Cuba went out in row-boats and motor launches but never got farther than the American shore. Due to the vigilance of the American coast guard it did not always reach there.

As long as the liquor was exported Canadian law was not broken, but when it was sold in Canada heavy fines were imposed on the proprietors of the boat houses, or "beer scows" as they were called.

Once a missionary on the Sarnia Reser-

vation found one of his parishioners in an inebriated state not far from one of these "beer scows." The missionary asked the Indian where he had bought his liquor. The Indian, whose native wit had not been blunted by the potion, quickly answered, "In Cuba."

STEAMER SERVICE NORTH AND SOUTH

Steam boats offered the best means of travel along the western border of Lambton until the Huron and Erie Railway was completed to Sarnia in 1886. Two boats, the **Jason Holt** and the **River King**, owned by James Holt of Sombra, served the Sydenham River ports in the 1850's.

In 1864 the Sarnia-owned **J. C. Clark** was built at Marine City. She carried passengers and freight up and down the St. Clair River and the Chenal Ecarte between Wallaceburg and Sarnia. Business was good enough that the same interests added the **Hiawatha** to the run in 1874. An advertisement of October 1875 states that she would:

"leave Wallaceburg every morning at 6 a.m. arriving at Sarnia at 11 o'clock in time for the Grand Trunk express going east at 11 o'clock for Toronto, Montreal, and Buffalo.

"Passengers for Detroit and Windsor to connect with Steamer **City of Dresden** at Baby's Point. Freight and passengers for Dresden to connect with City of Dresden at Wallaceburg."

The **Clark** and **Hiawatha** called at all the river ports and the priest from Corunna used them to reach his parish at Baby Point. The following taken from the **Sarnia Observer**, March 17, 1876, shows how general was their use:

"Died: Dr. T. W. Johnston — funeral Wednesday — the remains will be carried by the steamer **Hiawatha** to Mooretown to the family burial ground at Sutherland Church..."

When the **Clark** and **Hiawatha** were supplanted by the Huron and Erie railway in 1886 they began to operate as Sarnia-Port Huron ferries.

SAILING SHIPS

Although there were steam boats on the St. Clair by 1830 for 40 years after that nearly all lake cargoes were handled by sailing ships. They were faster than steam boats, cheaper to build, required no fuel,

and carried big loads for their size. With the building of the Welland canal in 1829 and the St. Lawrence canals in 1849 they could go from Lambton to Great Britain without unloading. By 1870 ships under sail outnumber steamers four to one.

Malcolm Cameron bought the schooners **Olive Branch**, **John Malcolm** and **Elizabeth** and built the **Christina**, the **CCC's**, **Sinbad** and steamer **Globe** in Sarnia. In the 1840's these ships carried around 300,000 staves and 70,000 feet of timber out of Lambton. Two of his ships were lost: the **Christina** went down with all hands on Lake Erie in 1857; and the **Globe** capsized at Detroit when her load of cattle stampeded to one side.

Cameron's contemporaries in shipping and ship building were George Durand, Robert Steed, James Porter, a Mr. Fisher, and the Mackenzie brothers. They built a number of sailing ships at Sarnia, the largest being the 138 foot **Wawanosh**. Among those built in the county were the **James Leighton** at Mooretown and the **W. B. Robertson** at Port Franks.

Potash, fish, staves, headings for rum barrels, spokes for carriage wheels, white pine lumber for Chicago, and square oak timbers used for building vessels during the Crimean War and the American Civil War as well as farm produce kept shipping active in Lambton throughout the pioneer days. So much lumber went out that by the 1890's sailing vessels were bringing lumber into Sarnia from Georgian Bay to supply the McGibbon, Guelph, Laidlaw and Lawrence lumber companies.

TUGS

Around 1860 steam powered tugs began to appear on the river. They took the sailing ships in and out of dock and towed them between Lake Huron and Lake Erie. It was a highly competitive business and the tugs raced to get their towlines on the ships as they came down out of the lake. One tug could tow as many as eight vessels at once. A letter written in 1862 relates that a boy, living where the Shell Oil Refinery is now, counted nineteen such convoys going by in one day.

As tugs improved it was speedier to have the sailing vessels towed for their entire course. This conversion of schooners to barges was accelerated in the 1880's when seamen demanded higher pay in fully rigged vessels. Some sailing ships were wind driven until the First World War

and the last of them used as barges did not disappear until the 1930's.

Steam tugs continued to be numerous until well on in this century for towing and hauling rafts of lumber. Between 1888 and 1904, five were built at Sarnia by Parry, Dyble, and Scagel. One was built at Port Franks and five, owned by Burnham and Stover, at Sombra.

CLEVELAND-SARNIA SAWMILL

The United States bought a great deal of Canadian lumber in the 1800's and rafted it to their own ports. Then in 1899, the Canadian government passed a law forbidding the rafting of logs to American sawmills. Immediately the Americans established sawmills in Canada, and in 1900, the Cleveland-Sarnia sawmill opened on the shore of Sarnia Bay.

REID'S

At the same time, the Reid Towing and Wrecking Company came to Sarnia to raft logs for the mill using the tugs, **James Reid**, **Sarnia**, and **J. M. Diver**. The sawmill operated for 27 years fed by great log booms brought in from along Georgian Bay.

After the sawmill closed, Reid's continued with their towing and wrecking business for another fifteen years, pulling off vessels that went aground or helping them out of other difficulties.

In 1930 they bought the **Maplecourt** to use as a lighter and berthed her at Sarnia. She was a dowdy looking boat and no one would have guessed from looking at her that she was queen of the lakes when she came out as the palatial **Northwest** in 1894 with a white hull and three yellow stacks.

A Canadian firm bought her for use on the ocean during the First World War. She was cut in two to go through the canals and rebuilt on the St. Lawrence. She underwent the same treatment in the Second World War only this time she was not so lucky at dodging submarines; one sank her on her first trip out.

SHIPPING PROMOTED BY RAILWAYS

Building supplies for Lambton's first railway, the Great Western, came into Sarnia by boat. The **Sarnia Observer** reported on August 26, 1857: "The steamer **Free Trader** arrived at the railway dock here, on the evening of Tuesday last, having on board 100 tons of railway iron. It was unloaded

yesterday and the locomotive was on its way."

A year later the same paper noted: "The three master, **St. George**, arrived from Quebec with 300 tons of railroad iron. Two more boats are coming. This will complete half the distance from London to Sarnia."

One of the prime motives of the Great Western was to handle some of the goods going for and from Chicago. To do this it used ferries to make connections with railway lines coming into Port Huron. As the Great Western did not have standard gauge rails, cargoes were transferred to the break-bulk ferries, **Transit** and **Florence**. The latter carried passengers as well.

When the railroad adopted standard gauge in 1872 three carferries were acquired. They were the **Transit 1**, which carried five cars and had a passenger cabin, the **Saginaw**, built for four cars, and the **Michigan**, large enough to carry 18 cars.

These ferries became the property of the Grand Trunk Railway when it and the Great Western merged in 1882. The **Saginaw** was laid up, the **Michigan** was dismantled and sold, and in 1899 the Great Lake Towing Company of Sarnia bought **Transit 1**.

GRAND TRUNK RAILROAD

From 1859 when the Grant Trunk railway ran a line into Point Edward, until Sarnia street cars took over in 1875, ferries ran from the Great Western terminus and the customs office in Sarnia to Point Edward. These ferries were the Sarnia-owned **Seagull**, built in 1862 and notorious for her uneasy motion, and the Grand Trunk steamers **Ottawa**, **St. Clair**, and **Michigan**. The **Michigan**, built in Point Edward 1859, in 1860 carried Edward VII, then Prince of Wales, to Sarnia from the Grand Trunk station at the Point.

At first the Grand Trunk made connections with American lines going out of Port Huron to Portland, Maine, by means of the above ferries for passengers, and the carferry, **Huron** for freight cars. The **Huron** was chained to an anchor and made to swing with the current from one side of the river to the other. Proving a menace to navigation, she was later towed by the side-wheeler, **W. I. Spicer**, built in Sarnia in 1864. The Grand Trunk sold the **Huron** for a dry-dock in 1872. Her place was taken by the **International**; she was the first propeller type carferry on the Great Lakes and burned wood at the rate of two cords a day.

To draw Chicago trade the **Grand Trunk** inaugurated a line of eight steamers to run between there and Point Edward. One, the **Kenosha**, burned at Point Edward in 1864 when a coal oil lamp exploded. By the mid-seventies, the **Grand Trunk** extended its rail lines to Chicago and the resulting traffic was too heavy for the **International** to handle alone, and a second **Huron** was built at Point Edward in 1875. She and the **International** battled ice and dodged river traffic until the **St. Clair Tunnel** opened in 1891. The **Huron** went to Windsor where she still is, the oldest active steamer on the Great Lakes.

HURON AND ERIE RAILWAY

The **International** was taken over by the **Huron and Erie Railway** which operated her between the south end of Sarnia and Port Huron. When the **Pere Marquette** obtained the controlling interest in the railroad the **International** continued to run for it until 1927. Then she was replaced by two carferries, the **Pere Marquette 14** and **Pere Marquette 12**. By 1933 the depression had caused such a drop in traffic that carferry service between Port Huron and Sarnia was discontinued.



Electric engines pulled freight through St. Clair tunnel This photo was taken in 1908

Twenty years later carferries were again required and now the whistles of **Pere Marquette 12** and **Pere Marquette 10** can be heard in Sarnia as they cross the river in the service of the Chesapeake and Ohio railway, the successor to the **Pere Marquette** in 1947.

SARNIA TO THE LAKEHEAD

Most of the land in Lambton and the rest of southern Ontario was taken up by 1870 and immigrants were going to the newly formed province of Manitoba. They took the train from the east coast to Collingwood, Pt. Edward or Sarnia and went thence by boat to Duluth and from there on by American

Railroads. After the C.P.R. was completed rail connections were made at Port Arthur.

As many as five or six trainloads of immigrants at a time waited at the Point Edward terminal for boats to the lakehead. They had crossed the Atlantic steage and came the rest of the way jammed into third class coaches that were foul smelling and dirty by the end of the trip. At the station in an enclosed space at the river whole train loads of people washed clothing and bathed themselves.

Boat service was supplied by the Beatty transportation company established in Sarnia in 1870. Their first ship appropriately named **Manitoba** had capacity for 200 passengers with their horses and other belongings. Their other ships were the **Acadia**, **Ontario**, and **Quebec**.

The Beatty company incorporated the Windsor-Lake Superior line in 1877 and changed the name to the Northwest Transportation Company. At this time they acquired the **Asia** and the **Sovereign**.

Eventually the **Manitoba** was wrecked off Southampton, the **Ontario** was sold to Captain Cornwall of Sombra, and the **Quebec** was wrecked on Cockburn Island. The **Sovereign** was sold to Captain Patrick Kerwin of Sarnia for use in the pulpwood trade. The **Asia** was transferred to Georgian Bay in 1882 and went down with the loss of over 100 lives the same year.

The Northwest Company had the 252 foot **United Empire** built at Sarnia in 1882 on a site near Imperial Oil's present lower dock. Parry and Dyble built her of oak from near Brigden. She served the company until 1915 undergoing two fires and two name changes before she was eventually abandoned in 1923. Passage on her from Sarnia to Duluth was \$28. At the turn of the century, the four dollar bill carried a picture of the **United Empire** in recognition of the part played by Canadian shipping in opening up the west.

She was chartered by the congregation of Devine Street Methodist Church for an excursion to Goderich in the 90's at \$1.00 per person for the round trip. A wind came up on the lake and the ship rolled so that the **Goderich Signal** described the 600 aboard her as the "sickliest lot of passengers ever brought into Goderich Harbour."

In 1890 the Northwest Company had John Dyble build the **Monarch** at Sarnia. She was very much like the **United Empire** but had a much shorter life. She stranded

on Isle Royale in 1906. The year before that the company ceased to run the **Campana** which they had operated since 1899.

By 1900 steel vessels were replacing wooden ones and in 1902 the Northwest Company had the **Huronic** built. At 325 feet and with accommodation for 179 passengers she was the largest steel steamer ever built for a Canadian company up to that time. She was well-known to Lambton farmers for she took many a load of fruit and vegetables to the lake head for them from her wharf at the end of Wellington Street. She sailed under captains: Basset, Foote, Campbell, Wright, Waikenshaw, Aitken, Montgomery, Patterson, Taylor, and Beaton. In 1934 she went into package freight service and remained in it until 1949 when she was scrapped.

The Northwest merged with the Black and the White Lines to form the Northern Navigation Company in 1902, with the head office in Sarnia. In 1914 the Canada Steamship Lines took the company over and ran a tri-weekly service to Lake Superior ports using the **Huronic**, **Hamonic**, and **Noronic**.

The **Hamonic**, fastest of the three, was built in 1908 and could carry about twice as many passengers as the **Huronic**. Over her lifetime of 37 years she was sailed by Captains Foote, Campbell, Wing, Mac Kay, Aitken, Montgomery, Johnston, Taylor, and Beaton.

On July 17, 1945, loaded with passengers the **Hamonic** was taking on freight at Point Edward when the freight sheds caught fire. Wind carried the flames to her and in moments she was ablaze from stem to stern. Captain Beaton beached her below the burning sheds, and a crane operator, Elmer Kleinsmith, took off passengers in the crane bucket. While no lives were lost the once handsome ship was towed away to the scrap yard.

The **Noronic** came out in 1913, a luxurious ship with accommodation for 552 passengers. Over the years she had only five captains: Foote, Wright, Aitken, Mac-Kay, and Taylor. She burned at Toronto on a post-season cruise on September 17, 1949 with a loss of 119 lives. The tragic loss of the **Noronic** ended the 79 years passenger service from Sarnia to the Lakehead.

WHITE STAR LINE

The Northern Navigation Company were the agents for the American-owned White Star Line which ran a passenger service between Detroit, Port Huron, and Sarnia. Two

trips a day ran out of Sarnia, one in the morning, and one in the afternoon. The afternoon one was the more popular. It consisted of a ride to Algonac, Michigan, on one boat and a return trip in the evening on another. The trip costing 50c included stops on the Canadian side at Stag Island, Court-right, Sombra, and Port Lambton.

The favorite among the paddle wheelers of the line was the **Tashmoo**. Built in 1899, her gleaming white paint, glass enclosed cabins, and graceful lines made her a fine looking ship, and she was fast. Nothing passed the **Tashmoo**.

In the 37 years of her life, she carried over six million passengers safely and generally pleasantly. She did go aground once in 1934 near Squirrel Island and broke a paddle wheel. She was damaged beyond repair on a moonlight cruise out of Detroit in 1936 when she struck a rock, but she landed her passengers before settling on the bottom.

THE IMPERIAL OIL FLEET

When Imperial first came to Sarnia it relied almost entirely on the Lambton field for crude oil and on railways for transportation. By 1905 neither were adequate and the company bought **Barge # 6**. Towed by a tug she brought in American crude and distributed products from Fort William to Montreal.

The company bought their first tanker, the 200 foot **Imperial**, in 1909. She hauled her own loads and towed **Barge # 6** as well. Over the next four years three more tankers were bought and in the same period a pipeline was laid to Cygnet, Ohio.

In 1916 Imperial had three tankers built at Collingwood, the **Iocolite**, **Royalite**, and **Sarnolite**. The **Sarnolite** was renamed the **Imperial Hamilton** in 1947, in keeping with the company's present policy of naming their lake ships after lake ports preceded by "Imperial." The **Imperial Hamilton** caught fire in 1962 and was dismantled. Her forward deck house is now the Pilot House Museum at Froomefield.

The tanker fleet was increased by one in 1918 and by three between 1927 and 1930. No more ships were added until 1947-48 when three were built at Collingwood.

After the discovery of oil in Alberta, Imperial built three of the largest tankers ever to sail the Great Lakes, the 620 foot **Imperial Redwater**, **Leduc**, and **Woodbend**. The first Alberta crude came to Sarnia in

the **Imperial Leduc** in April 1951. In January 19 , a pipeline reached Sarnia from Edmonton and the big tankers no longer needed were sold to other companies.

The **Imperial Quebec**, new in 1957 ran out of Sarnia for two seasons until the canals were enlarged during the building of the seaway and larger tankers could be used in the St. Lawrence. After that the **Imperial London** and the **Imperial Collingwood** were lengthened by 41 feet. They are among the tankers that usually winter at Sarnia and like the rest of Imperial's lake fleet service ports from Fort William to Sept Iles with petroleum products.

THE BRITANNIA

Of all the ships that ever sailed on the St. Clair none ever received more notice than the royal yacht **Britannia** when she brought Queen Elizabeth II and Prince Philip from Windsor to Sarnia on July 3, 1959. Crowds packed the banks from Walpole Island to Sarnia to see her pass. The Queen had formally opened the Seaway a few days before and included Sarnia on her subsequent tour of Canada. She was the third member of the Imperial family, for whom Sarnia is called the Imperial City, to visit the city named for them. She was preceded by Edward, Prince of Wales, in 1860, and the Duke of Connaught in 1914.

FOREIGN SHIPS

As work on the seaway progressed more and more salt-water vessels came to Sarnia from Europe. When it was completed vessels from ports all over the world began to arrive at the government dock and the tug **Aburg** was stationed there to help them into the slip. The first to come from across the Pacific was the Japanese freighter **Muneshuma Maru** which arrived in June 1960.

The foreign ships carry up to 22,000 tons but bring little to Sarnia. They take out white beans, soya beans, tobacco, canned goods, hides, fowl, rubber, chemicals, and petroleum products.

PILOT SERVICE

Purdys of Point Edward operate two boats, the **Lila Mae** and the **Sally M. W.** on pilot service under the auspices of the Canadian and United States government. It is compulsory for foreign ships to carry a pilot from above the Huron lightship to South East Shoal in Lake Erie. Eighty-four pilots work out of Point Edward on this run. Eight

more are employed to go up the lake to assist foreign captains on their first trip. In one season pilots are required between 1500 and 1600 times.

PACKAGE FREIGHTERS

At Point Edward the Canada Steamship Lines with 12 package freighters, nine of them 450 footers new within the last ten years, handle package freight — anything that can be boxed, bagged, or baled. Outgoing cargoes are: canned goods, chemicals, rubber, and petroleum products. Coming in from the Lakehead are bagged flour and mill feeds.

SARNIA ELEVATOR

The **Anna C. Minch** brought the first load of grain, 250,000 bushels, to the Sarnia elevator in November 1927. The elevator holds 6,000,000 bushels and is mainly a storage unit for grain grown in western Canada. Lakers with a capacity for 200,000 to 800,000 bushels bring grain to the elevator from Fort William and take it out again as it is required at Montreal. Many of these ships, some of which winter in the elevator slip, are the maximum size that can be used on the Lakes at the present time; that is 730 feet long and 78 feet in the beam.

SHIP TO SHORE COMMUNICATIONS

The early ships were out of touch with the shore all the time they were sailing. A few carried wireless by 1913 and a radio wireless station opened at Point Edward to make connections with them. In 1927 radio-telephone was introduced and has been improved until now sailors can phone home or communicate with other ships at all times. The local marine radio-phone station moved from Point Edward to Camlachie in 1955.



Imperial Oil built this plant at Sarnia after moving from Petrolia

Chemical Valley

The term Chemical Valley was coined around fifteen years ago to designate the area occupied by the industries that lie along the east bank of the St. Clair River. Although the name is new and the Chemical industry was unthought of for Lambton until twenty-five years ago, the foundations for it were laid when Imperial Oil built a refinery in Sarnia in 1897.

Not all the present advantages of the locality were available or in use at that time. Imperial enjoyed a position on a navigable river that provided fresh water, closeness to markets, a level site, and the services of two railroads, the Grand Trunk and the Huron and Erie, but had to operate on a small supply of crude mostly from Enniskillen.

This supply had dwindled so by 1912 that Imperial put a pipeline through to Ohio to bring in crude to supplement it. The next year a new tanker fleet began to bring in more American crude to distribute products.

Further distribution became possible

when trucks could be readily used after the London Road was paved in 1929 and the River Road over the period between 1934-42.

What Imperial did not utilize for many years were the extensive salt beds that lie 1500 feet below the surface. These beds now provide storage areas for gases, and the salt itself is indispensable for many chemical processes.

The discovery of crude oil and natural gas in the west and their shipment east in the fifties gave the area a great boost. Further impetus came with the opening of the seaway in 1959 which permitted the largest lake freighters and ocean ships from ports all over the world to bring in supplies and take out products from docks along the St. Clair River.

Lambton's chemical era began when the Japanese cut off the Allied Nations' supply of natural rubber during the second world war and the Canadian government decided to build a synthetic rubber plant at Sarnia. Sarnia had salt, water, rail

and highway transportation, available and suitable land, and Imperial Oil with a professional staff to advise and a pipeline bringing in crude from Ohio.

The site chosen for the Crown-owned plant had been a part of the Indian Reservation, unoccupied for about twenty years, and wooded over with swamp elms, a favourite nesting place of night-herons.

While the plant was being built between the fall of 1942 and the spring of 1944, over 6,000 people were employed. Many of them were newcomers to Lambton, and they and their families filled houses in Sarnia, Petrolia, Corunna and the surrounding neighbourhoods. Wartime Housing put up 250 homes in Sarnia, bunk houses were erected near the site, and the village of Bluewater mushroomed across the road.

Bluewater was not a planned settlement and proved to be an unsuitable residential area. In the early nineteen sixties, the home owners there were assisted financially by the federal and provincial governments and the city of Sarnia to re-locate in the city itself and Polymer Corporation bought their property. The village post office, which operated for twenty years, was closed in November 1963.

Following in Polymer's wake was the Fibreglas plant built in 1948 to make insulation. Next came the Cabot Carbon plant in 1952 to produce carbon black used in the manufacture of rubber. Both these plants are across the road from Imperial Oil and Polymer.

In building Polymer, the Canadian government asked Dow Chemical of Midland, Michigan, to establish a Canadian plant to supply the styrene needed for synthetic rubber. Once Polymer was launched, Dow bought 165 acres of Reservation property for a plant of their own to produce goods that reach the consumer as latex paint, antifreeze, weed-killers, fertilizers, insecticides and plastic wares.

Their plant is on the river south of the second line of Sarnia Township, now called Churchill Road.

On the site were several Indian houses, the buildings of the Dominion Alloy Steel Company, the Reserve Church and mission house, and the Indians' council house. The mission house was moved back to the county road, now called Tashmoo Avenue. The church and council house were torn down and new ones built on Tashmoo Avenue south of the school.

As Dow expanded docks were put in at the river and 400 acres of farm land bought on the south side of the twelfth line of Moore, now known as La Salle Road.

One hundred and ninety-six acres of Reserve property just west of the Indian cemetery were bought by the Sun Oil Company in 1951. A Sun Oil refinery began to operate there in 1953 on crude supplies brought in by pipeline. The products are shipped by pipeline and by tankers operating from the refinery's docks on the St. Clair.

The sale of all this land brought a measure of prosperity to the Indian Band and employment for some of them in the plants. In 1951, the Reservation was annexed to the city of Sarnia and is still the only Indian Reservation in Canada to be included within the bounds of a city. After annexation, the Indian school was closed and the children integrated into the city schools.

With the discovery of crude oil in Alberta in 1947, Canadian Oil decided to build a refinery at Froomefield. The company had had a small pumphouse and dock there since 1906 to handle crude brought in from Toledo by barge and sent through a sixteen mile pipeline to their refinery at Petrolia. In 1951, the company bought several farms, most of which had lain idle for thirty years, and that part of Talfourd Creek which runs through them, for a refinery site.

Froomefield on the north side of the plant was founded in 1834 by Froome and Field Talfourd. Froome Talfourd built an Anglican Church there in 1840 and ran a grist mill he bought from Jean Petetti on the creek. Little remains from his day but two cemeteries and a few rotting piles from the docks that stretched along the river where Talfourd and Baxter, Bertrand, and Stone sold cordwood to passing steamers. To-day in the place where Stone's dock was freighters stop to take on diesel fuel. The companies own tankers dock here too and like the company itself have been part of the Royal Dutch Shell group since January 1963.

South of Shell is the Ethyl Corporation where anti-knock compounds for gasoline are made. The proximity of customer refineries induced Ethyl Corporation to build here in 1956. Near their pump house at the point above Corunna where the road turns east from the river, is the place where John Bailey, alias Bully, had saw and grist mills in 1860. Here in 1869 Bailey built the schooner, "Kate Bully". That fall she was

launched and loaded with green hardwood timbers and set out on her first and last voyage. Meeting a gale off Sleeping Bear Point on Lake Michigan on October 4 she capsized, and all but two of her crew, John Stone and John Mitchell, were lost.

On land adjacent to that of Ethyl Corporation, DuPont of Canada established a plant in 1960 to produce plastic resins. The land formerly belonged to Captain Lauchlan Morrison, who settled on the St. Clair opposite the head of Stag Island in 1875. The captain, a highland Scot, was a marine school instructor, a compass adjuster, and a Great Lakes mariner for over fifty years. Now the captain's bush lot with most of its trees still standing is the site of the DuPont office northeast of Corunna.

In 1963, the Allied Chemical Company of Canada located on the river road below the eighth line of Moore to produce a type of foam used in upholstery, clothing, and insulation. Their plant is on property that the Crown granted to Alexander Vidal for his services with the Royal Navy. Vidal selected the site when as a young lieutenant he was surveying on the Great Lakes under Commodore Owen.

In 1834 he took up his grant of 200 acres and built a log house on it. He and his family were only in it a year when he was recalled to the navy for service along the African coast. On his retirement, he came back to the St. Clair to find that his house had collapsed and had to be rebuilt. He had this done, and had a coffin made for himself from one of his own oak trees. However he left the coffin behind when he went back to England to live in 1862.

Between Vidal's day and the coming of Allied Chemical the property was farmed and the river lots were sold for residential property.

Six miles farther south, below Court-right, Ontario Hydro is building a generating station that, when finished in 1972, will be capable of producing more power than Ontario Hydro now produces at Niagara Falls. Coal is to be used for fuel and docks large enough to accommodate the biggest lake carriers are under construction on the river front.

Part of the plant site, lot number seventeen, was granted by the Crown to William Gurd in 1833. It was so heavily wooded that Gurd was the best part of a lifetime getting it cleared, a job that equipment on the hydro project would do in a matter of days. Others, who got what is now Hydro

property from the Crown were: Richard Brightwell, William Millikin, Thomas Nicholls and Peter Lathan. Later occupants were the Nisbet, Bedard, and Neal families.

Farther down the river, in the northwest corner of Sombra township, the Canadian Industries Limited bought 1550 acres in 1965 on which to build a chemical fertilizer plant. The company chose this location because Sombra has hydro, water, natural gas, both land and water transportation facilities and is close to markets.

The site is served by two railways, the Chesapeake and Ohio, and a spur line from Sarnia of the Canadian National, built in 1965. The C. and O. is the successor to the Piere Marquette which took over from the original line, the Huron and Erie.

When the Huron and Erie came through Sombra township in the 1880's a station named Watson opened on what is now C.I.L. property. A post office was established there later but named Bickford. Also on the company's land is the school building, no longer in use, for section number twelve.

Until after the middle of the last century this land was covered with trees. A large part of this great forest went in the form of cordwood as fuel to the passing steamers. Some was converted to sawn lumber and maps of 1873 show that a sawmill was in operation on the northwest corner of the C.I.L. property.

The cleared land proved heavy and hard to work but a writer of 1880 says of it: "the soil wants nothing but drainage and cultivation to transform it into a veritable garden — the wealth of its people and the delight of the traveller." Eighty-five years later C.I.L. showed that there was a different fate in store for it which would still contribute to the wealth of its people.

South of C. I. L., and the most southerly of the string of plants that lie along the river is the Chinook Chemical Works. It is south east of Sombra Village and like most of the other plants has the services of the C. and O. railway. The product here is Methylamines. It is products with names like that, unfamiliar to most of this generation and unknown to the pioneers, that make the name Chemical Valley appropriate even though no valley exists.

Forest

Forest, the only town in Lambton other than Petrolia, lies within three townships. One of its principal streets is the Plympton-Warwick townline, and another, which crosses it, is the townline between those townships and Bosanquet. The site was first occupied when the Grand Trunk railway line, completed in 1859, was under construction. Because the area was so densely wooded the railway men referred to it as Forest. The name appealed to the first settlers, and when a post office opened there in April 1, 1862, according to the annual report of the Postmaster General, residents asked that the place be named Forest. Their request was granted, and Robert Dier was made the first postmaster.

Since Forest lay in the midst of a bush many of its early products came from wood. McFadden's sawmill turned out barrel staves and square oak timbers. W. H. Walker had a cooperage where he made barrel hoops. William Morris had a plant in which he converted the lye made from wood ashes to potash. In 1864, 500 carloads of staves and square oak timbers, used in sailing vessels, and 70 carloads of hoops, needed for barrels in the West Indian rum trade, were shipped. As 2700 bushels of wheat were also shipped it is evident that considerable land had been cleared in the vicinity.

Forest grew quickly and had its first doctor, James Hutton, M.D., who was also a druggist by 1863. Three hotels were in operation, by then too, the British Queen run by Thomas Edgar, the Forestville run by P. Smith, and the National run by John Greenbough. It also had five stores, the first of which was opened by John Woodrooffe in 1859, several bootshops, a tailor shop, harness shop, wagon shop, and two blacksmith shops.

In 1869 the population numbered 259 and new stores and other businesses had been started. There were two flouring mills, one run by Allan and Dougald McPherson and the other by Hill and Dier. Isaac Messier had a planing mill; Coultis's established a sawmill; and a second doctor, H. J. Nash had begun to practise.

As Forest was in three townships, the civic business was handled by three township councils until 1872 when the village had 750 residents. Then it was incorporated and George West elected reeve. Within



Forest Railway station, about 1900

two years a board of health was organized, wooden sidewalks laid, shade trees planted along the streets, and the number of tavern licenses restricted to five and liquor shops to three.

The growth of the village was steady during the seventies and a number of new businesses were established. Some of them are still serving Forest under the same names. Among them are VanValkenburg's jewellery where eye glasses could be fitted, and ears pierced, and marriage licenses purchased along with the wedding rings. Prout's Builders Supplies under the name Prout and Hamilton began business in 1873 and the Scott hardware in 1875. An even earlier business still current is Lochhead's Hardware, which opened in 1868.

Meanwhile more farmlands were brought under cultivation, and in 1877 the **Sarnia Observer** reported that "581 carloads of freight were dispatched at Forest, and at the station 8025 passengers paid fares amounting to \$7,644.56." For many years the prosperity of Forest rested on the railway facilities. But with modern trucking the railway is not as important, and although it still gives freight service no passenger traffic has been handled since 1956.

Forest was yet a village when its first newspaper appeared. It was called the **Express** and was published from 1874-1878. A rival paper the **Forest Mercury** was published from 1876-79. Still another paper, the **Advertiser** had a year's life in 1879. That year Anderson and McLean established the present **Free Press**. H. J. Pettypiece bought it in 1883 and edited and published it until his death in 1942. His son, Victor P. Pettypiece, succeeded him and continued the paper until he died in 1959. Since then a third generation of the family, Harper Petty-

piece succeeded him and publishes the **Free Press** every week.

For many years, H. J. Pettypiece used the press upon which William Lyon Mackenzie printed the **Colonial Advocate**. In the late 1930's this press was placed in the Niagara Museum.

Forest is one of only ten places in Ontario that has two competing weeklies. Besides the **Free Press** it has the **Standard**, first published by Alexander Karr and William Bryant in 1893. Later editors were Henry Barron, George E. McIntosh, and W. A. Dunlop editor from 1917 to 1964. The present editor is Jack Boyd.

Forest for many years now has been an educational centre for north-east Lambton. In 1879 it became the site of one of Lambton's two model schools, the other being in Sarnia. The model school granted a third class teaching certificate, which expired in three years. That they were not handed out freely is seen from the inspector's report for 1886 saying eighteen attended the school and six failed their exams. The Department of Education closed the school in 1907.

Forest's first school was a private one for girls opened in 1867. The next year a public school was built and by 1887 Forest had three public schools. At the present time it has two public and one separate school.

The first high school in Forest was built in 1890 for \$6300. When it burned in 1940 it was replaced at a cost of \$70,000. It serves part of Warwick, Plympton, and Bosanquet townships and the villages of Thedford, Arkona, and Grand Bend.

The churches of Forest also serve the surrounding area. Roman Catholic priests said mass there in private homes at the time the railroad was under construction. No Roman Catholic Church was built however until 1865. Two years before that a Congregational Church was built by a congregation that was active from 1859.

To the Anglicans goes the distinction of having the first church building, which was erected in 1861, though the congregation was formed earlier with services held in the railway buildings and later in a hotel.

Among the new denominations in Forest are the Pentecostal whose first congregation was formed in 1937, the Local Spiritual Assembly of Baha'is formed in 1953, and the Christian Reformed Church that has served the Dutch settlers in the community since 1953.

In the 1880's Forest with 1600 people was the business, religious and educational centre of north-east Lambton. Books were available from the library opened in 1879; the forerunner of the present band was giving concerts; the volunteer regiment, the Forest Rangers, the 27th regiment of Lambton, were in training under Captain John C. Pollock.

The village streets carried enough traffic that they had to be sprinkled to keep down the dust. A report on the sprinkling in the **Sarnia Observer**, May, 1884, read, "Mr. J. Sadler has charge of the street watering and is doing very well."

And here is an account of a traffic accident in May, 1884: "Last Saturday morning, John Smith, son of Finlay Smith of Plympton, was driving into town and had a narrow escape from a serious accident at the G.T.R. crossing on Main Street. Just as he was about to cross the track, a number of cars, which were being shunted, crossed in front of the horses. The team turned around so suddenly that the pole of the buggy broke off."

The Methodists of Forest owed their beginnings to Lambton's Uncle Joe Little, the itinerant lay preacher who endeared himself to the pioneers by his Christian life and teaching. At one time Forest had four Methodist churches, Primitive, Wesleyan, Episcopalian, and Bible Christians, but in 1884 they united to make one Methodist Church. In 1925 another union took the Methodists and the Congregationalists into the United Church of Canada.

The present Presbyterian Church dates from 1872, the Baptist from 1871, and the Gospel Hall from 1872. At one time Forest also had a Salvation Army Band which made crusades to Thedford and Arkona in the middle eighties.



Horse-drawn vehicles were made in Forest at the Germain Carriage works on the corner of Ann and Washington Streets. The specialty of the factory was the Germain Road Cart, advertised as "one of which is a general favourite with the ladies owing to the facility with which it can be entered. It is absolutely free of loose motion one of the strongest objections urged against two-wheel vehicles."

Forest became a town in 1889 with Albin Rawlings as mayor. Albin Rawlings was interested in municipal politics and was warden of the county in 1885. Other wardens from Forest have been Richard Hill, 1896, Charles McLean, 1912, and Robert Cope, 1933.

In the provincial legislature, East Lambton has been represented by three Forest men: P. D. McCallum, Protestant Protective Association, 1893-1898; H. J. Pettypiece, Liberal, 1898-1905; and Howard Fraleigh, Conservative, 1929-1934. The federal government had the services of George E. McIntosh of Forest as fruit commissioner from 1917-1935.

Forest has had two private banks and one trust company. One bank belonged to a Sarnian, Michael Fleming, who had Henry Barron manage the Forest branch, during the early eighties. The other bank was opened in 1873 by L. H. and M. A. Smith. It was the scene of one of the few crimes to take place in Forest. It was robbed of four or five thousand dollars in 1896 and the thief was never apprehended. The Molson Bank bought out Smiths in 1908. The Trust Company, the East Lambton Loan and Savings, was founded by James Hutton, M.D., John Shaw, and William Lemon. It did business in Forest until it was taken over by the Industrial Mortgage and Trust in 1933.

Since becoming a town, Forest has had no sweeping changes in business, industry, or size of population. The 1891 census showed that Forest had a population of 2057, and to-day it has less than two hundred more than that. The population dropped in the depression and in 1931 stood at 1480.

Twentieth century industries gradually replaced those suited to the nineteenth when most goods were manufactured locally. From 1898 to 1945, Forest had a flax mill, particularly active during the first world war when flax tow was sent to Ireland where linen was produced for airplane wings. In 1911 the Forest basket factory located in town to be in a fruit growing area where its

products were needed. It now ships baskets across the country as well as filling local needs. A canning factory opened in Forest in 1912, and when it ceased operation in 1957, the Sarnia Sash and Door moved into the vacated premises. The Forest Creamery is a business of almost sixty years standing. Enough apples are grown near the town that the cold storage plant was built to accommodate 150,000 bushels. In summer the tourist trade helps the economy when the resorters from the Lake Huron beaches come in to town to shop and play golf.

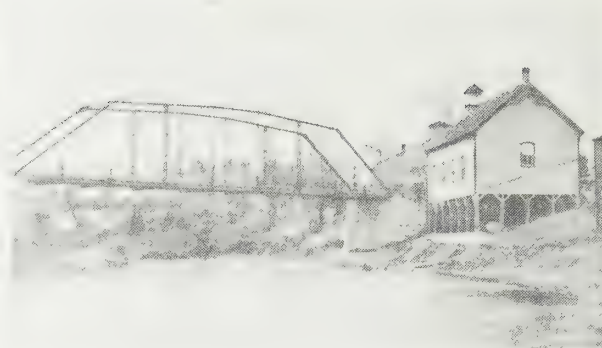
Forest has had electric power since 1890. It was first provided by a private company then by the town from 1913 until Hydro took over in 1917. It still has its own telephone system, the People's Telephone Company, which served Forest, Arkona, and Aberarder and the surrounding farms since 1906.

Forest houses items out of its one hundred and eight year old past in the Forest-Lambton Museum on Broadway Street. In it are mementoes of the Old Boys' reunion of 1905 and of the Centennial celebration of 1959, and articles of furniture, clothing and utensils used by the town's ancestors. Also in the museum are stones from the mill run in the 1840's and 50's at Hillsborough, a settlement on Lake Huron five miles from Forest. Besides the mill Hillsborough had a post office, an Episcopal Church, and some stores. This community was supplanted when Forest came into being with the coming of the railroad in 1859.





Bikinis of the 1920's at Grand Bend



Bridge and Concert Hall, Grand Bend

Grand Bend

The incorporated village of Grand Bend with Herman Gill as reeve came into being on June 24, 1951. Situated on the northern tip of Bosanquet it comprises two lots south of the Aux Sables River in Lambton and one lot north of the river that was in Huron County. Before incorporation the two sections voted to have the Huron side become part of Lambton so that the entire village would have that county's liquor regulations.

Although the newest village in Lambton, Grand Bend is one of the oldest settlements. It dates back to 1832 when Benjamin Brewster and David Smart bought land from the Canada Company and built a sawmill on it about 100 yards behind where the Roman Catholic Church is now. Their dam and mill were on the Aux Sables River, which at that time came up the east side of Bosanquet, made a sharp bend at the northern tip of the township and flowed south parallel to Lake Huron for about ten miles before entering it.

By 1850 the mill was operating under the name of Brewster, Pettis and Company. They cut three million board feet that year and employed thirty men. The men and their families formed a settlement whose closest neighbours were eight miles away on the north-west side and twelve miles on the south-east.

It was still in a wild state in 1856 judging from this story taken from a November issue of the *Sarnia Observer*. "Three young men, namely Charles Ward, George Taylor and Reuben Crawford, when on their way from the mouth of the river Aux Sables to Mr. D. Campbell's fishing station, about seven miles up on the lake shore were at-

tacked by a large black bear. The men were altogether unprepared to encounter such a formidable adversary but succeeded in killing the animal which weighed more than 400 pounds."

Brewster's dam aggravated the Aux Saubles' tendency to flood great areas every spring and farmers in the affected townships protested to the Canada Company who took court action against the mill owner. The court upheld Brewster but in 1860 a mob taking the law in their own hands wrecked the dam and burned the mill.

A second mill powered by both water and steam was established by John Dalziel in 1874. He built a grist mill as well near the bend of the river and saved the farmers the journey to Bayfield to get their grain ground. A farmer as well as a miller, he planted the first peach orchards in the district.

Around the end of the century, the Hamilton Brothers operated a sawmill which stood on the west side of the bridge on the south side of the river. They were still in business in 1910 and soon after that cleared off what remained of the virgin forest along the lake shore from the Bend to Port Franks.

Up to then lumbering was the chief and almost only industry, for Grand Bend unlike most early settlements had few artisans and none of some kinds. It never needed many blacksmiths to service the horse and buggy traffic for until 1850 there was no road to carry traffic. Transportation was on foot or by boat. In 1884 James Ingram ran a blacksmith shop and by 1906 a blacksmith

named Smith had a shop at the Bend.

Most of the early activities centred on the Lambton side for the Canada Company set aside the Huron portion for the site of Port Franks. Dr. William Dunlop searching for a port on Canada Company property noted the harbour that used to be at the present Port Franks but he placed it on the map north of the Aux Sables. Although Dunlop's port never existed at Grand Bend except on paper, a semblance of a port was created there in 1892 when the Aux Sables was made to empty into Lake Huron ten miles or more above its true mouth leaving nothing but a wet marshy strip to mark the former course.

Piers were built at the new mouth and Cyrus Green set up a fishery. Later a Mr. Manore operated another one, and in the 1940's the Purdy family began another, called the L. and R. Greens and Purdys are still operating. The principal catch is whitefish; pickerel, chub and perch are caught too. The Detroit market gets the perch and the rest are shipped to New York.

It was partly the fishing that attracted the French to the vicinity in 1846. Settlers both Roman Catholic and Protestant came from Quebec to take up Canada Company land along the Huron shore. The majority settled north of the Bend but old records show that the Desjardines bought property in the Huron side of the village in 1888, and the names of some of the early storekeepers in the Bend bore the French names, Ravelle, Boshron, and Mollard.

The French Protestants formed a Baptist congregation but because of the lack of a bilingual minister it did not last long and they went into the Presbyterian Church established in 1862. Its first congregation held services in the school house until in 1874 they built a church where the Eisenback museum is now. Their bilingual minister for forty years, 1882-1922, was Rev. Samuel Anselm Carriere.

In 1925 most of the congregation joined the United Church of Canada and the members of a Methodist Church east of the village joined with them. The united congregations built a new church in 1927 and the former Presbyterian was torn down and the manse eventually sold to Mr. Peter Eisenbach who uses it as a museum and has on display the French Bible used in the old church.

The second church established in Grand



This hotel still dominates main intersection at Grand Bend

Bend was a Gospel Hall that opened on the Lambton side in 1922. In 1949 a Church of God was formed. The Anglican, St. John's-By-the-Lake, opened in 1949. In the 1830's 40's and 50's Roman Catholic priests worked in the area but no church was built until 1951. It stands south of the village and in the course of building it a burial ground was found thought to date back to the Attawandaron Indians.

The log school that doubled as the first church was built in 1861 and has been replaced three times, in 1874, 1900, and 1925. It has recently been enlarged and now employs a staff of seven.

The size of Grand Bend has varied with the state of the pinery. Its virgin forest brought the Brewster mill and the mill workers formed a small community. After Dalziel took over the logging the community grew to 150 in 1884. As the timber was cut the population declined and stood at 50 in 1906 and was still that in 1910 when the timber was nearly all gone. Over the next fifty years as the second growth made the pinery attractive to tourists the population climbed and reached 928 according to the 1961 census. In summer close to 1600 more call Grand Bend home, and around 500 of them own cottages.

Supplying goods and services to these people is the chief industry of Grand Bend now and has been ever since motor cars made it readily accessible after the First World War. Resorters though were coming to Grand Bend before that. Starting in the last century they came as far as Parkhill by train and the rest of the way by stage-coach.

For many years hotels have operated for their convenience. In 1878 Henry Beckanhauer ran the Taunton Hotel and Christopher Hartleib the Western. By 1884 Jos-

eph Brenner had built the Brenner House. A directory of 1906 lists William Fritz and Henry Bossenberry as hotel proprietors. The number of hotels was three in 1942 and five after incorporation of the village. In addition there are five motels in the vicinity.

The village was named when its first post office opened in April 1872 with John Ironside postmaster. Before that the Lambton side was known as Brewster, the Huron side according to Canada Company maps



Rock Glen power house and dam, blown up by military in early years of World War II

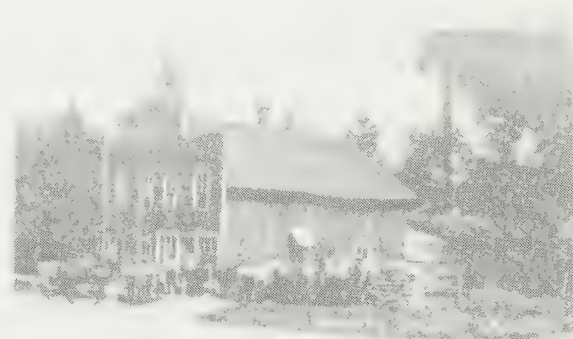
Thedford

The Grand Trunk Railway, finished from Guelph to Point Edward in 1859, brought the village of Thedford, on the third concession of Bosanquet township, into existence. Nelson Southworth, who laid out the village on his farm in 1860, had given the site for the station with the hope it would be named Thetford after his native town in Vermont. For years though it was known as Widder Station, and when the name changed in 1876 it was called, through a misinterpretation of handwriting, Thedford, instead of Thetford.

Thedford was intended only as a station for Widder, a hamlet a mile and a half to the south. Widder, laid out by the Canada Company in 1851 and first named Pinehill, was a market and lumbering centre in the 1850's. Widder declined as its business people gradually moved over to Thedford to be near the railroad.

Once the railroad had been finished, Charles Collier opened a hotel and G. W. Holwell another, a predecessor of the Holwell House that is now the Thedford Hotel. Thomas Kirkpatrick, H. M. Atkinson, Alexander Milne, and William Beare opened stores, and Beare advertised as being a pho-

was Port Franks, and the French name for the settlement was Aux Coches (of the tongs) because of the shape of the river's bend. None of these names would do for the new post office; Brewster was the name of another place farther up the lake; Port Franks would be a repetition of the name of the Port Franks to the south; and the meaning of Aux Coches was not widely understood. And so this tourist resort, due to a turn in the river that no longer exists, was called Grand Bend.



Arkona basket factory

tographer as well.

At first all mail was taken across to Widder by stagecoach, but in 1862, a post office was established at Thedford with Robert Rae the first postmaster. Rae had the added distinction of being five times warden of Lambton, a term eclipsing in length that of any other warden. He too opened a store and later a private bank at Thedford.

Rae had run a store in Widder previously, and he and Andrew Dalziel, a blacksmith, George Dunn, a hotel keeper, and Fredrick Jackson, a wagon maker, brought their enterprises to the new settlement. Jonas Cornell came in from Arkona and opened a store in 1861 and within ten years opened a brick and tile yard.

In contrast to the other railway villages Thedford grew slowly as the movement to it from Widder was gradual at first. In 1864 Widder had 300 people and Thedford 150, but by 1869, the new community outnumbered the old 350 to 200.

Some of Thedford's churches originated in Widder. A Presbyterian congregation built a church there in 1857 and replaced it

with a new one in Thedford in 1877. Anglican services were held in both places as early as 1856, and a church was built in Thedford in 1869. A forerunner of the present United Church was an Episcopal Methodist formed in Thedford before 1864; another was the Primitive Methodist formed in Widder. This congregation built a church later in Thedford which was taken over by the seven year old Free Methodist congregation in 1884. The Pentecostal congregation dates from 1944 and their church opened in 1962. A Baptist congregation formed in Widder built a church in Thedford later which burned before 1912.

Reference to Knox Church was made in the Thedford news in the Arkona Paper **The East Lambton Advocate** on March 15, 1878. It read: "The new chairs for Knox Church are on exhibition in Mr. Haskett's window and certainly make a very fine appearance." Mr. Haskett was a cabinet maker and undertaker.

Other items from the same issue pertaining to Thedford were: "Miss Watcher has lately received all the latest fashions and is prepared to make ladies' dresses, mantels etc. in the best style.." "The weather is like May and robins, bluebirds, and meadow larks are singing as if it were June." "Burns and Morphy are expecting new stocks."

Lumbering

Thedford was a lumbering centre until the land was cleared and then the raising of wheat became general. To handle the local crops, Marshall Downing built a grain warehouse beside the tracks in 1874. Within three years this building burned, and he built a new one which held 25,000 bushels. Mixed farming gradually replaced wheat growing and then the growing of fruits and vegetables became important.

Such crops did well on the deep black loam uncovered north of the village with the draining of Lake Burwell and Lake George in 1876. The drained lakes did further service, when in 1960, the water below them was utilized to give Thedford a water supply pure enough to use without treatment.

The land reclaimed from the bottom of these lakes has been used extensively for

celery growing. For example, in 1934, \$400,000 worth of celery was stored at Thedford. Within the last few years, other crops especially onions have largely replaced celery.

Thedford had 750 people in 1877 and became an incorporated village with Jonas Cornell the first reeve. It has varied little in size of population since, the increase around the turn of the century being offset by migrations to Western Canada. The average population over the last eighty years was 629 with a low of 524 in 1921 and a high of 759 in 1961.

Seven years after incorporation this item concerning Thedford's civic business appeared in the 'Sarnia Observer': "The first meeting of the Sanitary Board took place last Monday night but as there was not a full meeting those present decided to adjourn for a week. Drs. Cornell and Munns and Messrs. S. Cornell, M. Wattson, and J. Lennox constitute the board at present, and it is to be hoped they will look after some of the back yards."

Thedford's first school was a two-storey field-stone building with a stove on each floor. In 1880 it employed three teachers for a total of \$1200. This school was replaced in 1913 and now employs four teachers anyone of whom would get around three times as much salary as the \$1200 the entire staff got in the eighties.

In 1886, George Colutis established the sawmill that has been operated ever since by members of the Coultis family. Coultis later added a planing mill and shingle mill and equipment for making barrel heads. With waste from his plant, he fuelled an electric plant, which supplied Thedford with electricity from 1909 until 1922. In 1930 the present brick and tile yard was brought into operation. The mill now produces two million board feet of sawn lumber a year, twice what it produced in 1934.

Unlike the Coultis mill, Thedford newspapers have with one exception had brief lives. The first paper was the **Herald** published by Wallace Graham and later R. F. Manley from 1878 until shortly after 1880. The next one, the **News**, started in 1883 and had an even shorter life than its predecessor. The **Enterprise**, sponsored by the Thedford Chamber of Commerce, lasted from 1960 to 1963. The only one to enjoy a fair life span was the **Thedford Tribune** published weekly by W. Bryant from 1900 to 1920.

In those twenty years, the **Tribune** re-

flected the life of Thedford even in its advertising. For instance, during the First World War, L. S. Parkinson and Company advised their customers to "make all the maple sugar and syrup you can as sugar will be scarce for canning purposes."

The following notice shows how Thedford merchants met the labour shortage caused by that war: "On and after April 4, we the undersigned merchants of Thedford will discontinue delivering anything or anywhere in town; we will also close Saturday evenings at 10 o'clock sharp. L. S. Parkinson and Co., J. W. Lacey, H. J. Howland, Fred Tuck."

In 1903 the *Forest Free Press* carried an advertisement for Mackenzie and Mel-drum the "Wide-Awake Hustlers, Thedford" for "two mountain-bear robes, plush lined at \$8.50 each." In another issue G. W. Holwell announced that his livery stable had "the most elegant turn-outs in the county for hire." An advertisement of 1916 marked the decline in robes and livery stables. It read: "New Canadian Crow car at \$900 at the Thedford garage" has "a powerful quiet running 30 horsepower motor."

Arkona

In 1833 Henry Utter followed a trail blazed by surveyors and settled in Warwick township on the south east corner of what is now Arkona. The Smiths, Eastmans and other pioneers came immediately after him, and a settlement grew up astride the eastern end of the Bosanquet-Warwick townline. To serve this community Utter built a grist mill before 1839.

The place grew rapidly and in 1851 the village was laid out and three stores and a hotel began business. The same year a post office opened with Joseph Hilborn the postmaster. The post office was named Bosanquet but the community hitherto known as the Eastman Settlement was named Smithfield. In the summer of 1857 when it was hoped that the Grand Trunk Railway line would go through Smithfield, it was decided to change the name to Arkona probably after Cape Arkona on Germany's North Sea Coast as both Eastmans and Uppers were of German extraction.

As automobiles and roads improved, highway travel superseded that by rail. In fact in the first place, roads were so bad that the first doctors, J. M. McLean, and W. A. Munns, had to ride horseback to visit their patients, yet at the same time, there was daily train service from Thedford all over southern Ontario. Train service improved until there were three passenger trains each way daily. Then it was reduced until in 1955 there was only one passenger train each way daily. Further reduction took place in 1956 when three mixed trains went each way weekly. That was the last year of passenger service, but freight trains still run. Improvement on roads on the other hand was slow but continuous, and now number eighty-two through Thedford is a paved highway.

This highway is a tourist route to the Pinery area, and shopping tourists add to Thedford's economy, which relies largely on farm trade and the storage and shipping of fruit, vegetables, and eggs. Thedford did have an apple evaporator plant for thirty seven years but now surplus apples are held in the cold storage plant. This modern plant like most Thedford enterprises since 1859 was established in the interests of the surrounding farm area.

The Grand Trunk however by-passed Arkona leaving it the only incorporated village in Lambton, save Grand Bend, not to have been served by a railway at one time or another. Thedford and Watford stations were close enough, though, to make stage coach connections practicable. In 1862 William Randall advertised, "Clear the track, the Sylvan, Widder, Arkona Stage is coming." And in 1871 a stage line ran to Watford.

Arkona thrived as a pioneer settlement. Its population by 1857 was 400, and by 1864 it had over fifty business enterprises. The wants of travellers along the road were supplied at no less than seven blacksmith shops, Jackson's wagon shop, the harness and saddle shops run by John and William Vahey, and two hotels, the Union, operated by D. McFarland, and the Arkona Hotel, whose proprietor was James Doneley. In his advertisement, Doneley claimed to have excellent accommodation, sample rooms for

commercial travellers, and "good stabling and an attentive ostler in attendance."

Industrial life after 1869 centred around around Champion and Nosworthy's foundry, John Saul's flour mill, Alexander Dickinson's woollen mill, and Nichol Brothers' flax mill.

One of the early durggists in the village was William Darlington and the doctors at the same time were Joseph Mothwell, M.D., and Henry Edwards, M.D. The latter's advertisement in the **Sarnia Observer** in 1859 read: "H. Edwards, M.D., Graduate, University Victoria College, feels duly thankful to the inhabitants of Arkona and vicinity for their very liberal patronage, hoping still to receive that favour, which a thorough knowledge of the profession merits."

Religion held an important place from the time the first settlers arrived. Baptists, after the arrival of Nial Eastman from Batavia, New York, in 1836, worshipped in homes until their log church opened in 1840. In 1858 they replaced it with a brick one, and it was replaced with the present church in 1912.

Both Episcopalian and Wesleyan Methodists established churches in Arkona in the early 1850's. The two congregations united in 1884. This Methodist Church and some Presbyterians joined together in 1925 to form the Arkona United Church.

The rest of the Presbyterians maintained their church, founded in the 1860's until the 1930's. In 1937 the newly formed Pentecostal congregation bought their building and have used it ever since.

While the Anglicans of Arkona never had a church there until 1907, Anglican services were conducted in the Wesleyan Methodist Church in the early 1860's by the Rev. S. Phillips of Hillsborough and then by Rev. W. Locke, who probably lived in Arkona in 1869. The congregation apparently disbanded after that and did not form again until 1906.

Arkona's fifth denomination, that of the Brethern, first held services in Arkona late in the last century and then moved east to Hungry Hollow. In 1912 they returned and built their present chapel.

In 1863, a Roman Catholic Church was erected in Arkona and services were held one Sunday a month by a priest from Strathroy. This church may never have had a resident clergyman and the congregation became too

small to maintain the building.

Arkona's only newspaper, **The East Lambton Advocate** published by W. W. Buchanan, was first issued in February 1875 and continued to appear weekly until 1881. One of its regular features was a column on ladies fashions in which it once advised that "fashionable walking boots have cloth tops to match the costume", and "black silk dresses for house and evening wear usually have full flowing trained skirts and tight basques attached to the same."

Below is part of the advertisement it ran for a mill at Rock Glen: "the subscriber informs the farmers of Bosanquet that he had put in a new **LITTLE GIANT WATER-WHEEL** and now has **3 RUN OF STONES**. The mill has been fitted up by Mr. Jno. Mitchell, who built the mill, and we now have the **BEST MILL IN THE COUNTY**. We shall always keep on hand **FLOUR** and **FEED**, of all kinds, which will be sold at reasonable prices. Remember the place, **1½ miles from Arkona, on the River Aux Sables**. D. McGibbon, proprietor, Arkona, March 16, 1878."

Arkona attained its greatest size at the time its newspaper started, and although the census record for 1871 gives the population as 500, by 1876 Arkona had the 750 people needed for incorporation. Incorporation took place at that time and William Vahey was the first reeve. By 1881 according to the census the population had fallen to 569. It continued to fall slowly until it reached 300 in 1961, the smallest number in over 120 years.

Water-power was a basis in Arkona's early growth. Several sawmills operated along the Aux Sables; it is likely that Uter's grist mill was powered by the falls at Rock Glen; a portion of McGibbon's mill is still there. McGibbon gave up the mill in 1907 finding it impossible to compete with a steam-powered one in the village built by Malcolm Dunlop in the eighties and transferred to Thomas Mitchell around 1900.

To provide electric power for his mill, Mitchell went into partnership with Wesley and John Fuller and built a dam and power house on the Aux Sable River near Rock Glen. The plant also gave Arkona power for lights until eleven o'clock every night except Saturday when the power stayed on till midnight. In the second year of its operation, spring floods broke the dam. This led to the formation of the Rock Glen Power Company Limited which operated until 1926 when Ontario Hydro took over.

Arkona must have appreciated the comparative safety of electric lights over kerosene lamps, for the village has been plagued with fires. In 1874 three pieces of fire fighting equipment were bought by public subscription indicating that fire losses may have already been suffered. In 1876 the village had a big fire in the business section. Then on July 2, 1884, it had one so big that the "Sarnia Observer" in reporting it said "Arkona Left In Ashes. A Thriving Lambton Village Swept Away." Among the buildings lost in this disaster were: the Thomas Hotel, the Doneley Hotel, Learn's Store, McKay's furniture factory where the fire started, Smith's house, and several frame and one brick building belonging to William Vahey.

Insurance coverage was small but Vahey re-built, judging from this piece in the Sarnia paper in February 1885: "Mr. Vahey, the well-known Arkona merchant whose store was destroyed by fire, held a bee last week, and about a dozen teams were busy all day hauling lumber from Port Franks, for the handsome new store he is going to build in the spring."

Fire destroyed Sutor's stave mill in 1896, and another fire early in this century burned down the building that contained the village records. In the early 1940's, fire wiped out the woollen mill that had done business in Arkona from 1860.

Other blows to the economy were the failure of Fawcett's bank in 1884 and that of the Farmer's Bank in 1914. The latter had a branch in Arkona, and funds belonging to the local hydro company were on deposit.

In earlier times cranberries were plentiful around Arkona, and until it became difficult to get pickers, raspberries were an important cultivated crop many of them being sold in Sarnia. Here is a piece of news published about them in August 1905: "Albert Morningstar, Arkona's extensive fruit grower, purchased a new 40-h.p. automobile to haul his berries to Sarnia thus making the trip in three hours instead of an all night trip by team."

To serve present day motorists Arkona's Lions Club equipped and opened a park at Rock Glen in 1948. Four years later the Aux Sables River Conservation Authority bought the park and took over its maintenance.

One of the most recent undertakings on the part of the village was the replacing of its school with a new three-roomed one in 1962.

Modern business establishments have to some extent taken the place of the cooperages, cabinet shops, basket works and so on of earlier times. A turkey processing plant is in the building used as a cheese factory from 1909 till 1940. Where the apple evaporator, run by Samuel Rivers, stood fifty years ago, is the village park. Hawkins hardware is the ground floor of a former hotel. Other businesses are: a seed plant, a farm machinery distribution centre, and a poultry feed plant. With these and other commercial interests, Arkona supplies goods and service to the surrounding area, an area made accessible by paved roads that were only trails when Henry Utter made his way through the bush in 1833.



This gateway opposite county buildings was built for the visit of Lord Dufferin to Sarnia in 1874

The Imperial City

The first settlers inspected Sarnia from the front or west side — from the St. Clair River. They saw a natural port sweeping spaciouly around the bay formed by Point Edward, which juts out of the northwest corner of Lambton County at the base of Lake Huron. They saw maple, white oak, black ash, elm, and hickory trees growing to the water's edge in the heavy clay soil of the southern part of the site, and on the sandy soil of the north they found the red oaks, and tamarack and willow swamps.

These first settlers were French. In 1826 Mahlon Burwell, deputy general surveyor, in order to establish their claims to property, recorded their names, holdings, and when they came. From this report it is found that the first comer was Ignace Cazelet (anglicized to Causley). He and his family settled north of the present Mueller plant in 1807. In 1808 Jean Baptist Pare

came and made his home north of where the public library now stands. Two years later his son-in-law, Joseph LaForge settled north of him.

These people leased land from Chief Puckinans and his son Chief Wawanosh. They acted as middlemen in the fur trade between the local Indians and French fur traders. In 1812, because war put them in danger of attack by hostile American Indians, they moved to the States. Causley and Pare came back in 1815 and LaForge in 1820.

Another Frenchman, Pierre Brandimore and his family moved to the present Mueller site south of Causley in 1822. Antoine Frechette, who made his home south of Brandimore, came in 1824.

At about the same time, a United Em-

pire Loyalist, John Porter, and his family came to Sarnia and stayed with one of these French families for a time before taking up land on the fourth line of Sarnia township near Perch Creek.

Priests from Sandwich worked among the French along the river, and Father Fluette made his headquarters in Sarnia at the home of John Pare in the late 1820's. On February 12, 1828, Father Fluette performed three marriage ceremonies at the Gallineau home in Mooretown. Ignace Causley and Felice La Forge, children of the first settlers, were married and two of La Forge's sons were also married, one to a Miss Branimore and the other to a Miss Gallineau.

A year before this nuptial occasion, the Indians surrendered their land, and the northern limit of the Reserve was set at the north side of Victoria Park. This land transfer of 1827, enabled Henry Jones to get property for his settlement around Bright's Grove, and when he brought his family from England in 1830, they stayed over night with the La Forges as a north wind prevented them from sailing up the lake.

Miss Julia Jones wrote of the occasion in her diary: "And now let my aunts and cousins picture to themselves mother seated in a small log house knitting just as usual. La Forge... has seven children, a wife and an Indian boy. There were seven of us."

She speaks of the language barrier and of a visit paid by Chief Wawanosh and his wife and goes on:

"They gave us a very tolerable tea and about 8 o'clock mother began to think about bed... Mr. La Forge told us... that he could make up three beds on the floor. There was a bed in the room where La Forge and his wife slept and the children slept on the floor. Mother was horrified when she heard this, but at last she said to aunt Susan, 'I shall just loosen my things and lie down, and I hope the cats will not lie on my face...' We each slept very well, but were disturbed twice by a party of drunken Indians. The first party opened the door and were coming in but La Forge stopped them, and then fastened the door so that the second party could only make a noise outside. We had a very good breakfast of eggs and pancakes."

In 1831 the first English speaking inhabitants arrived. They were William Jones, the Indian agent, Rev. Thomas Turner, the Wesleyan missionary, and Elijah Harris, the

Indian teacher. A church and school building and homes for these men and their families were built by the government on the Reserve on what is now the west end of Devine Street.

The next English speaking people to come to Sarnia of whom there is much record were George Durand, Capt. Richard Vidal, Henry Jones, and Malcolm Cameron. The first of these, George Durand came in 1833 when he was twenty-eight years old. He made his way from London by way of Errol with an ox and a jumper loaded with goods to start a trading post. He built his log store on that part of London Road that lies between Front and Christina streets and took possession of the land lying between London Road and Maxwell streets back to East Street that his father had bought.

He bought a strip more amounting to 25 acres along George Street from Captain Vidal for \$700. A small stream ran through it that entered the river just north of the present Sarnia Observer office. He enlarged the stream and extended it back to Perch Creek, and from it he got power to run a sawmill that he built on the river bank in 1837. This mill saved cutting lumber by hand as the French had done or bringing it over from a sawmill on Black River as Vidal did.

Durand moved his store down to Front Street and in 1837 it became Sarnia's first post office and Durand the first postmaster. The mail was brought in on horseback from London. Sarnians had been dependent up to this time on getting or sending mail from Desmond (Port Huron) or on the services of an Indian runner to Chatham, the nearest Canadian post office.

In October of the above year, Durand married the daughter of William Jones, the Indian agent. Although Durand was a Protestant he gave a large lot on the corner of London Road and Christina Street for a Roman Catholic Church and burying ground "Out of loving respect for my wife." Two streets in Sarnia, George and Durand, are named for him.

A glimpse of Sarnia in Durand's day is given in the diary of David Morrison, a Plympton pioneer, who wrote:

"In 1834 there were only five small houses in Sarnia. Geo. Durand had a small store, and one Allan a tavern to accommodate travellers who were coming to look at land in the township of Sarnia."

Another glimpse is afforded through a

letter the Rev. Jas. Evans, Methodist missionary to the Indians, wrote:

St. Clair Rapids Mission House,
Sept. 26, 1834.

"Contrary to what we were led to expect on coming to this mission, we are surrounded with a white population, and I may say with a most notoriously wicked and profane crew, who despise and hate us worse than they hate Satan..."

Captain Richard Vidal settled in this place the Reverend gentleman found so wicked in 1834. Vidal was a retired navy man, fifty years of age, and entitled to a crown grant of two hundred acres. He took up his grant between the London Road and George Street and from the river to East Street. The street names in this section, Charlotte, Maria, Mitton, Essex, and the rest are nearly all Vidal names.

Like Durand and later Cameron, Vidal gave land for a church. He bought a lot from George Durand on the London Road at the end of Vidal Street and hired Alexander Mackenzie in 1848 to build St. Paul's, Sar-

nia's first Anglican Church. The name was shortly changed to St. George's.

To Captain Vidal's diary we are indebted for an account of the naming of Sarnia. He wrote:

"January 4, 1836. Wet, rainy, cloudy day. Held our first township meeting. I was appointed a commissioner. Named the village Port Sarnia by a majority of 26 to 16 votes. Took my affidavit."

Up to this point the village had been called Les Chutes by the French and translated to The Rapids by the English speaking settlers. The sixteen opposing votes were cast by those who wanted the name to be either Glasgow or Buenos Aires. Sarnia was chosen because it was the name given the township by Sir John Colborne several years earlier. It is the Roman name for Guernsey where Sir John had been lieutenant-governor. Colborne's own name was not used in Sarnia until 1951 when Cemetery Road became known as Colborne Road.

Another who contributed names to Sar-



Sarnia Cleveland saw mills (served many lumber yards in county) Burned down



Sarnia's Front Street, looking south, 1874

nia Streets was Henry Jones. He was the purser of the Channel Fleet during the Napoleonic wars and as such entitled to a grant of 1,000 acres. In 1834 after his colonization scheme near Bright's Grove had failed, the Crown granted him lots 70 and 71, which took in the land between Exmouth and Maxwell Streets from the river to East Street. Jones named the streets in this section after important men and places of his day.

Malcolm Cameron who was so influential in early Sarnia came in 1835 and bought the La Forge farm, lot 75, composed of 100 acres south of George Street. It was the third time that year that the property changed hands. The Crown granted it to Joseph La Forge in April; he sold it in June to Elijah Harris, the Indian school teacher, and before the year was out Harris sold it to Cameron. Cameron next acquired the Pare farm, 100 acres in lot 76, which Pare had willed to his grandson, Francis La Forge. Francis was the name of the street that ran through it until Judge Davis bought the property and re-named the street for himself in the seventies.

Cameron was twenty-seven years old

when he came to Sarnia and already a member of parliament for Lanark County. He persuaded many Scottish settlers to follow him from Lanark and Perth. He bought land for their Presbyterian Church in front of the present St. Andrew's, employed them in the grist mill he built, and changed their potash for goods at his store on the corner of Lochiel and Front streets. These settlers cut the square oak timbers he sold to Glasgow shipyards and the staves he shipped to Jamaica for rum barrels, and built, and sailed his vessels up and down the Lakes.

It was through Cameron's efforts in parliament that a road was built directly from London to Sarnia instead of coming into Sarnia by way of Errol. A political tract published by George P. M'Kee, former editor of the **Port Sarnia Frontier Spectator** shows that Cameron's efforts were not appreciated in all quarters. M'Kee starts his harangue under the heading,

"THE SAMIEL

Being a Brief History of the "Infernal Job"
Exposing a series of Political trickery that

has been practised in order to cut off the

Egremont Road

By running the new line through an uninhabited swamp, thereby enhancing the value of some wild lands, the property of a few interested individuals, and to cut off the village of Errol lest it should rival Port Sarnia."

The road took about five years to build and was largely surfaced with corduroy. Money for its maintenance came from tolls. But the few settlers of that time could not keep up a road of that length through the swampy heavy clay land of Lambton, and the road soon fell into disrepair. In time it was gravelled, but was never paved until 1929.

A Captain Richardson visiting Sarnia in 1848 writes:

"On the street facing the water are several good stores, a large brick church (Congregational) and a very respectable hotel, the Exchange. There are two other half finished streets in the rear . . . Mr. Cameron has a very good store here and deserves great credit for the spirit he has been the means of infusing into the place. He has moreover some good mills which constitute the chief wealth of this very beautiful little town."

Cameron named most of the streets between George and Wellington: Christina was after his wife, Euphemia after his mother, and Lochiel for his clan chief. A portion of his second house still stands: it is the lobby section of the Colonial Hotel on Christina Street.

In spite of Malcolm Cameron's exertions the town grew slowly and had only 420 people by 1846. The rebellion of 1837-38 contributed to the slow growth as Sarnia was considered vulnerable to attack from American sympathizers of the rebels.

During this insurrection, troops were stationed in every settlement along the St. Clair. They were under the command of Dr. Wm. (Tiger) Dunlop of Goderich. Mention of his association with the Sarnia troops is made in this entry in his will:

"I leave Parson Chevasse (Magg's husband) the snuffbox I got from the Sarnia Militia, as a small token for the service he has done in taking a sister that no man of taste would have taken."

More informative if less amusing is what the Rev. Jas. Evans has to say. On June 10, 1838, he wrote:

"I assure you we are far from being free from the turmoil of the present commotion. Last night seventy five fellows marched into our village from Goderich, and eighty more will be in to-day. Our new chapel is occupied by them as a barracks and we now muster about 400 effective men."

The chapel just mentioned was Sarnia's first church. Money to build it was raised by public subscription at the instigation of the Rev. James Evans, Methodist missionary to the Indians. It stood on the end of Lochiel Street facing the river, a frame building set on high posts. The ground beneath it made an excellent shelter for cows, and they often disturbed the services with their bells. Later the church was moved to a lot that Cameron donated on the corner of Brock and Lochiel Streets where it stood until it was burned down.

The foundry of Francis Blaikie occupying five lots stood on Lochiel Street near the church. This foundry produced potash kettles, steam engines, boilers, and iron castings from the 1840's to the end of the century. Other industries were Durand's saw-mill, Porter's flouring mill, and Cameron's grist mill.

Smith's Gazetteer for 1846 lists the following professions and trades: one physician and surgeon, one druggist, two tannery operators, eight store keepers, two chair makers, one cabinet maker, three tailors, two bakers, one cooper, and three shoemakers.

At this time business was largely on a barter basis with potash the chief item of exchange. Agriculture was at a subsistence level and the export of fish one source of ready cash. Funds for development had to come from well-to-do-settlers. To make their money available, Robert Skilbeck formed the Port Sarnia Syndicate and members deposited their surplus cash with him. This money was put on loan to the highest bidder and the profits distributed from time to time to the depositors. The office was in the Skilbeck home, still standing on Maria Street.

The name of the Syndicate underwent several changes but has been known since 1881 as the Lambton Loan and Investment Company. Some idea of how scarce money was can be had by reading the minutes of the firm's fourth meeting and finding that

"fifty pounds was put up to competition and it was ultimately taken by Mr. Hitchcock at forty-five percent."

Sarnia's next bank, the Bank of Upper Canada opened in 1852 in a building north of St. Andrew's Church with Alexander Vidal, manager. Later a two-storey house, built by Alexander Mackenzie, was used as a place of business and as a residence for the Vidal family until the bank failed in 1866. Then the Bank of Montreal established a branch in it and retained Vidal as manager. In 1874 the Bank of Montreal relocated on the corner of Front and Lochiel Streets and the house was sold. The county bought it in 1904 and used it for fifty-seven years as county administrative offices. Prior to that the offices of the county officials were scattered all over town in eight different locations. A registry office was built next to the county building in 1905.

Lambton was recognized as a separate county in 1849 and on September 30, 1853, its union with Essex County was dissolved and Port Sarnia became the county seat. The first meeting of county council was held there on October 24, 1853. One of the early acts of this council was to pass a by-law authorizing the borrowing of money to complete the county buildings. These were built by Alexander Mackenzie on the corner of Elgin and Christina Streets. A new county building opened in 1961 on the corner of Errol Road and Christina Street.

Times were good in the fifties when Lambton became a separate municipality and Port Sarnia the county seat. Agricultural products were bringing good prices. Money was coming in from England to build railroads and land values along the proposed routes went up. In 1852 the village bought 189 acres of Reserve property which extended the southern border to Johnson Street. The population grew to over 2,000 and in 1857 the town of Sarnia was incorporated. Thomas Forsyth was the first mayor and the "port" was dropped from the name. The town hall then was the former firehall on George Street which was torn down in 1965.

In 1853 the forerunner of the current **Sarnia Observer** was first published under the name **Lambton Observer and Western Advertiser** by John Raeside Gemmill. Its predecessors included the **Frontier Spectator** of 1841, the first newspaper published in Lambton, but which was printed in Port Huron; the **Banner** 1847-50; the **Herald** 1851; and the **Lambton Shield** 1852-54. Running concurrently with the **Observer** from time to time were: the **Tribune** 1857-1860; the **British Canadian** 1860-1917; **Sarnia Sun**

1884-1892; **Post** 1886-1917; another **Herald** 1936-1941, and the current **Sarnia Gazette** first issued in 1953. The **Observer** became a daily in 1893 and combined with the **Canadian** in 1917 to become the **Sarnia Canadian Observer**. In 1944 Roy H. Thomson, now Lord Thomson, bought the paper which is still one of the Thomson chain. Since 1955 it has been called **The Sarnia Observer**.

In 1858 the Great Western railroad reached Sarnia from London. Optimistic Sarnians had petitioned the government of Canada as early as 1836 to make their village a western terminus of a railway. Goderich was a strong contender for the terminus but Sarnia won out because trains could be ferried across to the United States all year at Sarnia with the help of icebreakers.

The river crossing was important as the railroad wanted to handle freight coming in and out of Chicago. Chicago was growing at a tremendous rate and importing building supplies and exporting the produce of the American prairies. It is interesting to note that Chicago and Sarnia started out with a few cabins at the same time; Chicago had twelve cabins to Sarnia's five in 1832.

The Great Western came into Sarnia in a line parallel with the fourth line of Sarnia township and had its terminus at the foot of Cromwell Street. It built a large grain elevator and docks on the riverfront. With the railway more ships called to take the goods brought in by rail to the Upper Lakes. Sarnia grocers supplied the ships and other merchants exported goods from here to the Hudson Bay trading posts along Lake Superior.

The Great Western tracks went under a long bridge at the south end of Front Street. Some of the bricks of the eastern abutment are lying on the bank there yet. The bridge connected Front Street with River Street, a continuation of the road along the river now number 40 highway.

When the Indian Reservation was bought up to the south side of the Mueller plant, River Street was closed and the road came into town on New Street and connected with Christina Street on what is now Imperial Oil property. About 1929 the road was diverted from the river at the present Sun Oil Company property and came in on Vidal Street to Clifford and thence to Christina. It was not until the early thirties that a bridge was put over the tunnel cut, and it was 1934 before the river road was paved.

The Plank Road into Sarnia so called be-

cause its original surface was ten inch oak planking, was built 1862-65 after the discovery of oil in Enniskillen. It was maintained by tolls. The last toll gate on the road and the last one in the province stood on the corner of Ontario and Confederation streets until closed in 1926.

Oil was brought into Sarnia on the Plank road for shipment and refining. A gazetteer for 1864-65 says that Sarnia had three oil refineries "In active operation." One of these handled four barrels of crude a day and made lubricating oils and coal oil. This same gazetteer tells that the town's population was 2500 and that it had increased by 1700 in ten years largely as a result of the new railroad.

Among the advertisements in the gazetteer was one for Poussett's drug store recommending "Dr. Wilson's celebrated medicine for the cure of itch." Daniel Mackenzie, dealer in dry goods and ready-made clothing had a notice to the effect that "cash advances would be made on potash and consignments of produce for eastern markets." The Sarnia Observer, located on the corner of Christina and Francis (now Davis) Streets wanted \$1.75 for a year's subscription "if paid strictly in advance." John Hoskins in advertising his "Fashionable Tailoring Establishment" said that "Farm produce would be taken in exchange at cash prices." The Western Hotel on the corner of George and Front streets advertised "good stabling and attentive hostlers."

The year preceding Confederation found Sarnia like a military camp. The Fenian organization in the United States proposed to invade Canada. In 1866 close to 4,000 troops were quartered in Sarnia at various times to repulse any attacks from Fort Gratiot. They were lodged in the Alexander House which stood where the present Federal Building is, in Hall's Hotel located on the south west corner of Vidal Street and London Road, and in private homes. The soldiers especially the troops from Owen Sound, who wore coon skin caps complete with tails, were of great interest to Sarnia school boys. No Fenians ever attacked but there were frequent false alarms, and the soldiers were called out of church one Sunday morning to find they had been hoaxed.

Confederation celebrations were highlighted with a parade and a fireworks display at the foot of Cromwell Street, believed to be the first such display ever seen in Sarnia. On the day Confederation was consummated, July 1, 1867, St. Andrew's Church had a cornerstone laying ceremony for the

present building which replaced one built in 1841.

Some other public buildings standing in the city since Confederation are: the Belchamber Building on Front Street, new the same year, the former Belchamber having burned down in 1866; Russel's Brewery on west Front Street south of Derby Lane; the Western Hotel on the corner of George and Front streets, now the Sarnia Hotel; the Durand Block, on west Front Street north of Cross Hill, remodelled into a store. There are a number of houses too. These can be distinguished by their multiple panel windows, the symmetry of their exterior design, and by the number of chimneys they needed for stoves and fireplaces.

In Confederation days water was hauled up from the river and sold by the barrel. sewage was collected at night, and livestock grazed along the sides of the streets. Two hundred and fifty dollars a year was set aside by the city to have the streets sprinkled during the summer to keep down the dust. Stores were open from seven in the morning till seven in the evening. A pull on the rope of St. Andrew's Church bell called out the fire fighters, and people carried lanterns at night.

In the decade following Confederation two large churches were built. In 1878 Our Lady of Mercy Church was built to replace St. Michael's. The Congregational Church that stood on Front Street south of the present Federal Building was replaced in 1879 by a new building on the northeast corner of Victoria and Wellington streets. It has not been used as a church in seventy years and at one time housed a steam laundry, and for many years now has been an apartment house.

In 1875 the town installed sewers and a waterworks system with the pumphouse at the foot of George Street where it is now although it has been used as such since a new waterworks system was built at Point Edward in 1913.

More money was available for the first water system than was necessary and the surplus went towards building a new town hall. It stood on the northeast corner of Lochiel and Christina streets, a yellow brick building with a belfry and high front steps with the market building behind it. The town lockup was in the basement, the police station and police court were on the second floor and an auditorium on the top floor. St. Andrew's Presbyterian Church put on a concert in the auditorium to mark the opening in February 1878.

Seventy-five years later in 1953, this town hall was torn down. For a time office space was rented, and in 1964, a new city hall was opened on the site of the former armouries. The armouries started life as a Boys' Brigade Hall in the nineties and later served as a theatre. A fountain was placed in front of the new city hall in memory of W. C. Nelson, who served Sarnia as mayor for eleven years, a length of term that exceeded that of any former mayor.

When the previous town hall was new, Sarnia had seven liquor stores, a population under 3,000, one policeman, and stern penalties for offenders of the law. The jail was called the county boarding house and the boarders were tethered with ball and chain. A woman was hanged for giving her drunken husband a deadly clout, and her body dropped into a grave beneath the scaffold. The efforts of the citizens headed by their fellow townsman, Alexander Mackenzie, soon to become Prime Minister of Canada, were unable to mitigate her sentence. But she was at least hanged away from public gaze. In the previous decade a man was hanged for murder in front of 300 sightseers and an even larger number arrived too late to see his execution.

The census of 1871 showed that the town had 2929 people and that 750 of them were Wesleyan Methodists, 675 Presbyterians, 641 Episcopalians, 628 Roman Catholics, 130 Baptists, and 45 Congregationalists.

In the mid-seventies Front Street was paved, and Front Street merchants required to remove verandahs which protruded over the street. And in 1875 transportation facilities improved when horse drawn street car service to Point Edward was begun.

Then as now people curled in winter but on outdoor rinks or Sarnia Bay. In 1878 Alexander Mackenzie presented the Mackenzie medal to the Sarnia Curling Club for annual competition.

From 1873-78 Alexander Mackenzie was prime minister of Canada. During his term of office, the Supreme Court of Canada and voting by ballot was introduced, and he himself was instrumental in starting the Royal Military College and in introducing Hansard. In his home city two streets, Mackenzie and Hansard, are named to honour him.

In 1882 the Grand Trunk Railway took over the Great Western and a line connecting the two opened between Sarnia and Point Edward. Another railway, the Huron

and Erie, completed their line between Chatham and Sarnia in 1886. This line later was taken over by the Pere Marquette and is now operated by the Chesapeake and Ohio railway.

The industrial life of the town was given a further boost when Thomas Doherty founded a stove works on Wellington Street between Vidal and Queen Streets. The foundry made "Acorn" cookstoves and heaters and operated until the 1930's. Another industry starting at the same time was the Woollen Mills on west Front Street beside the brewery. Like the Doherty foundry the Woollen Mills Building is still standing.

The Goodison Thresher Company founded in the eighties stayed in business until the nineteen fifties. Up to 1932 the plant was on the east side of Mitton between Essex and Maria streets. Then it was moved to Clifford Street west of Muellers on land formerly used by the Perfection Stove Company, makers of kerosene burning cookstoves. The threshing machine business reached a peak in production around 1925 at three hundred machines a year.

Three downtown churches were built in the eighties: St. George's, 1884, Central Methodist, now Central United, 1882, and Central Baptist, 1881. The latter stood on the corner of Vidal and Lochiel streets and was torn down in 1953. Another public building, the House of Refuge, for the indigent of the county, was erected on the east side of East Street then outside the city limits. When the building was removed in 1956, the city acquired the 65 acre park it stood on, and in 1965 a firehall was built there and in 1966 a swimming pool.

The city's first secondary school was a grammar school built in 1853 where the Sarnia General Hospital now stands. It "possessed all the inconveniences that a school should not have" to quote its last principal, D. M. Grant. A new high school on the corner of London Road and Fleming Street replaced it in 1892.

In 1894 the city's first hospital was built on the old school site on Mitton Street. It had 47 rooms for patients, and the first nurses' training class had two students. It served the community with one addition until 1954 when the present General Hospital opened in the same location.

At the time the high school was built Sarnia streets were lit by gas lights but only on dark nights. When electric lights began to be used in 1893 they too operated

on a moonlight schedule. It was not until 1899 when the street cars were electrified that electric power was available twenty-four hours a day, and it was 1916 before the power was obtained from Niagara Falls instead of from a local power plant.

Two events of vital importance occurred in the nineties. The first was the building of a tunnel under the St. Clair River in 1890. This was the first submarine tunnel in the world, and it made Sarnia a railroad centre. To-day the city has the largest rail yards in Ontario west of Toronto.

Men with shovels and horse drawn scrapers did the work that would now be done by machinery. The men found their work so heavy and their hours so long that they petitioned the St. Clair Tunnel Company to raise their wages to 25 cents an hour and keep their workday to eight hours.

The tunnel made Sarnia a railroad centre, and to-day it has the largest yards in Ontario west of Toronto. The tunnel did away with the need for the Point Edward carferries. Many Point Edward railroad men moved to Sarnia and brought their houses with them.

The second major event of the nineties was the establishing of Imperial Oil in the town in 1898. Up to 1942 it was the largest single employer in the city. Its early products were kerosene, axle grease, and harness oil. The development of the gasoline engine at the end of the century made gasoline the chief product and ensured the company's continuing existence.

Thomas Doherty modelled and built the first gasoline-powered car to be driven in Sarnia. Sam Hitchcock assembled the second one and painted the license number, 649, above the radiator. He charged fifty cents a person for a ride around town in it.

Taxis were encroaching on the livery business by 1910, and Charles McFee had a fleet of three cars. These taxis occupied by city police used to bring the cash needed for the Imperial Oil payroll from a bank to the Company's office. Each workman got his pay in an envelope that usually contained a fifty dollar bill to cover the largest portion of his earnings for two weeks.

After the building of the tunnel, Imperial Oil, and later Muellers, the town's population grew, particularly to the south on land purchased from the Indians between 1866 and 1875. By 1914 the size of the population warranted incorporation as a city,

and on May 7, 1914, Sarnia formally became a city. The Governor General, the Duke of Connaught, son of Queen Victoria, and his daughter, Princess Patricia, were here for the occasion.

In his address of welcome, the mayor, Joseph B. Dagan, said "In testimony of our loyalty to the King and to your Highness as representative in Canada, and in the public expression of our affection and regard for all the members of your illustrious family, we have taken the liberty of selecting as a synonym for Sarnia the title of the **Imperial City**, thus linking the title of the Reigning House of the Empire with our young city's name."

The loyalty of the new "Imperial City" was put to the test three months later. Out of her 14,000 inhabitants, 1,396 went into the services during the first World War. At the close of it, Sarnians burned the Kaiser in effigy satisfied that a "war to end wars" had been fought.

One small side effect of that war continues to benefit Sarnia. In 1919, a war work group, the Women's Conservation Society, had money left over and with it started one of the earliest collections of Canadian art outside of the National Gallery. To-day the collection housed at the Public Library numbers about 85 works.

In 1922 Sarnia built the Collegiate on Wellington Street, the most expensive public building ever built in the city up to that time and for many years to come. Its swimming pool was an unheard of innovation then, and the 1,000 seat auditorium allowed the entire student body to assemble together every morning. The school was intended to accommodate 900 pupils but before a second collegiate was built in 1955, 1700 pupils were using it.

Prosperity reigned in the twenties and automobiles became common although men used bicycles to ride to the plants until the 1940's. Motor trucks replaced horses on the fire trucks. Cars were so numerous it was necessary to make it illegal to cross a main road without stopping first or to travel more than thirty-five miles an hour on the highways. It also became mandatory to have a license to drive. All the women applying for licenses hoped that they would not not be tested on their ability to negotiate the ferry dock hill.

The shoreline of Sarnia bay changed greatly in 1927 when the elevator was built. The land on which the elevator stands was

reclaimed from the bottom of the Bay. The accumulation of bark and silt deposited by the Cleveland Sawmill, which operated in Sarnia from 1900 till 1926, was taken up and deposited along the north shore. This deprived Bayview Park of its waterside position and of the suitability of its name. The new land was planted with trees, a deep slip was dredged into it, and a dock and railway spur line built on it as well as the elevator.

In the 1920's ice was cut on the Sarnia Bay in winter and delivered from door to door in the summer. A few Sarnians had cottages along Lake Huron but in winter its shores were deserted. Sarnia ladies showed an amazing fondness for spending the afternoons in Port Huron, then a more prosperous city with more shops than Sarnia, and the lady officer at the Customs was kept busy. Street cars provided public transportation with the office at the top of ferrydock hill. Cars ran from there to Point Edward, Lake Huron Beach (neighbourhood of McMillen Parkway) and to the C.N.R. and Pere Marquette depots.

The prosperity of the twenties vanished in the thirties. So many were on relief that a community wood lot was set up north of George Street on the present city parking lot where needy persons could get fuel. Work was so scarce that one hundred persons made application for the position of market clerk when that position became vacant. In 1938 the city put 127 properties up for sale to collect the \$49,000 taxes against them.

In those poverty-stricken years, Sarnia obtained one of her richest possessions, Canatara Park. This acquisition of 262 wooded acres on the shore of Lake Huron was made possible through the generosity of Mrs. W. H. Hanna in 1932.

Sarnia made the headlines across the province in 1936 when Sarnia police caught the notorious criminal, Red Ryan, in his attempt to hold up the government liquor store. The city made the headlines on the sports pages too when the Imperial Rugby team were Dominion football champions in 1934 and again in 1936.

A notable event of 1938 was the opening of the Bluewater Bridge to Port Huron. It was a joint effort of the Americans and Canadians and cost over three and a half million dollars. The bridge improved the tourist trade and made trucking possible at that point between the two countries.

Sarnia was a quiet place when war

broke out in 1939. Of its less than 18,000 people, 1991 joined the services. Before they returned, Polymer Corporation and Dow Chemical of Canada were established south of the city, and there were more strangers than natives in the place.

What the city lost in serenity it more than made up in energy, but wartime restrictions and shortages prevented any but essential construction. The Sisters of St. Joseph were asked to build a hospital to supplement the General, and in 1946, St. Joseph's Hospital opened at the corner of London Road and Russell Street. With some of the labour volunteered and with the help of a public subscription an arena was built on Brock Street.

In 1951 the city annexed 10,000 acres which changed the former boundaries of Exmouth Street on the north, Clifford Street and the C.N.R. property on the south, and East Street on the east to Lake Huron and Point Edward on the north, the Moore-Sarnia township line on the south, and Murphy and Indian Roads on the east. The annexation made the Indian Reserve the first reservation in Canada to be incorporated in a city.



Sarnia's first General Hospital



There were chairs for leisurely shopping in Johnson's Store, Sarnia, about 1900

Following annexation churches increased by nearly forty and schools by about sixteen. The old postoffice built in 1902 was replaced by a new Federal Building on the same site, a new City Hall opened and several apartment houses went up, an innovation for Sarnia, long a city of one-family homes.

The present library building was new in 1960, but the library itself dates back to 1839. The library was housed in various locations over the years and at one time was called the "Mechanics Institute." In 1904 with an Andrew Carnegie grant a library was built in Victoria Park, then within walking distance of all the residential area. It was a red brick, domed building, and quite adequate as long as the city's population was under 18,000, but quite inadequate after the city's rebirth in the 1940's. New Sarnians and old joined forces and had a new library built with a picture gallery and audi-

torium.

The city's population grew from 18,734 in 1941 to 50,976 in 1961 with a big change in ethnic groups. In 1941 87% of the people in Sarnia were of British Isles extraction. In 1961 68% were of British extraction. The next largest group are of French Canadian descent.

In 1953 Sarnia experienced her first serious natural disaster and that without loss of life when a tornado whirled through the city leaving a diagonal band of uprooted trees, crushed automobiles, and wrecked buildings.

A more insidious misfortune overtook the city that same year in the form of Dutch-Elm disease. It threatened to destroy the elms in the city and throughout the county over the next few years in the same way the

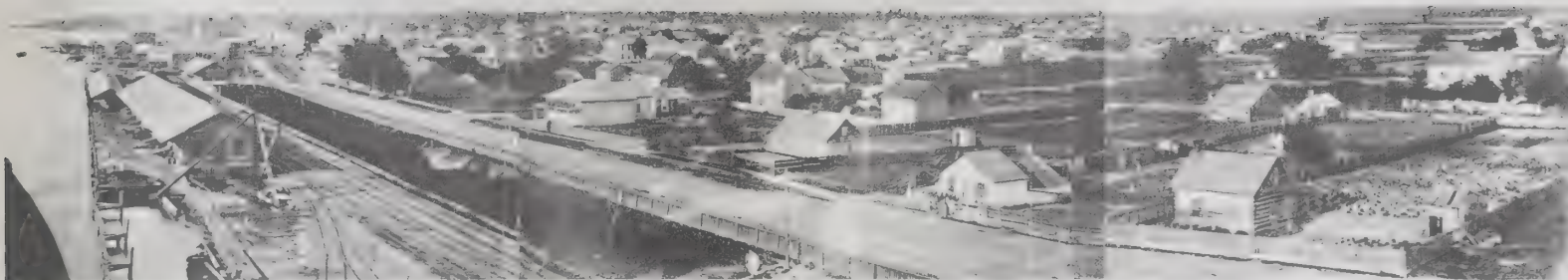


Sarnia town hall, built 1875

American chestnuts were destroyed in the same area in the beginning of this century.

As Sarnia's chief charm and advantage have always been her position on the St. Clair River, it is fitting that the city is

marking the Centennial of Canada with the opening of a riverside park. This park will make more recreational areas for the ever increasing number of Sarnians and help to restore to the waterfront the beauty it had when the first settlers saw it.



SARNIA 1870



Hot air balloon rose from Victoria Park, Petrolia,
on Dominion Day, 1904

Petrolia

The town of Petrolia in mid-Lambton is not the usual Ontario town although it has all the earmarks with its long main street, wooded site, ranch houses on the outskirts, and a well-kept look. Petrolia is different. Petrolia was wealthy. Manorial Victorian houses show it. Small lots point to expensive land. The imposing churches and town hall indicate not only wealth but a larger population than the present 3800. Dates on cornerstones reveal that building was rife and expense no object in the 1880's and 90's. An oil derrick in behind a church and the oily smell that haunts the air proclaim what the source of wealth was.

Until oil was found, the area that is Petrolia was deep in bush except for a tiny

settlement at the corner of the tenth line of Enniskillen and the Wyoming-Oil Springs road, now highway No. 21. A grist mill lay to the north powered by the waters of Bear Creek, and Daniel Durance kept a post office named for him that opened in 1859. This office was moved to the new Coutlee Hotel in 1861 with William Coutlee as Postmaster and has been called Petrolia ever since.

The Kelly wells were drilled in the Bear Creek flats of east Petrolia in 1860 and although the oil was plentiful the great quantities of water in the wells made handling difficult. The oil was sent to Boston to be refined, and Boston interests immediately bought property, drilled more wells, and in 1861 put up a refinery.

James Peacock, an official of the Great Western Railway, visited the site and reported in the *London Free Press* in 1861 that:

"large operations were under way on the north branch of Bear Creek. Wells were being sunk in every direction, but the most remarkable object was the refinery with its tall brick chimney. . . . The still house was 40' x 70' with six stills. Outside was a 16' tank for crude oil. Drilling was under way in the solid rock."

The *Sarnia Observer* noted on August 16, 1861 that: "the refinery at Petrolia is completed — capable of turning out 500 barrels per day of illuminating oil at 50c a gallon."

The Petrolia field was eclipsed at first by the astonishing flow of oil at Oil Springs. When those wells declined temporarily and the American Civil War was over, many Americans with money came in and Petrolia boomed. Kerosene was in great demand to take the place of tallow candles and whale oil lamps, and oil brought ten dollars a barrel.

Lack of good transportation handicapped the Petrolia refineries. Sulphuric acid had to come from Cleveland for the refining process and the refined product had to go out. At first this was done by means of the Wyoming-Oil Springs Road, infamous for its miry clay. In 1865 the plank road into Sarnia was used though it lay seven miles west of Petrolia.

The Great Western Railway could not be persuaded to run a branch line into Petrolia for it was feared that the oil wells there would be as short-lived as the ones at Oil Springs seemingly were. When the King well came in in 1866 at 800 barrels a day, Petrolians financed a line themselves. It paid so well that the Great Western bought it, and it is still in operation.

In 1867 a sulphuric acid plant was built in London and refineries opened there. The railway abetted by the London refiners charged more to ship refined oil than crude. This situation continued to the detriment of Petrolia refiners until the Canada Southern Railway ran a spur line into the town in 1878 and ended the Great Western's monopoly.

In the seventies the superior and much more abundant American crude oil captured all foreign markets and forced the price of crude down to 40c a barrel in 1879. The Marthaville field had come in in 1872 and Petrolia had more oil than the Canadian market could absorb.

Jacob L. Englehart moved his Silver Star Refinery from London to Petrolia in 1879 and in 1880 it joined with others to become the nucleus of Imperial Oil. The Oil Springs wells began producing again, and Petrolia had abundant oil. In the following years improved methods of refining, the growth of markets as the country opened up, and the widespread use of machinery created a demand for kerosene and lubricants that brought the price of crude to \$2.00 a barrel by 1890.

For a few glorious years, Petrolia had oil, refineries, transportation, and markets. Then in 1898 Englehart sold Imperial Oil to the Standard Oil Company. The next year Imperial moved to Sarnia, and Petrolia crude went there by pipeline. The loss of the refinery deprived Petrolia of its main source of employment and a large industrial tax roll.

Although crude now had to be imported by tank car Canadian interests built the Canadian Oil Refinery at Petrolia in 1901. Starting in 1906 crude was brought from Toledo, Ohio, into Froomefield on the St. Clair River by boat and sent by pipeline to Petrolia. In 1908 Americans bought the controlling interest, and while electric lights took away the kerosene business automobiles more than made up with a demand for gasoline. Canadians again controlled the refinery in 1938 and operated it at Petrolia until they replaced it with one at Froomefield in 1952. Once again Petrolia was left without a major industry and suffered from the loss of the industry's taxes.

Different methods of working an oil field originated in Enniskillen. Two innovations were the spring pole method of drilling and the jerker system of pumping. The latter permits a number of wells to be pumped with one engine. The early engines burned wood, then coal, and now either gasoline or electricity provides the power.

The problem of loss through fire and evaporation was solved by the use of underground storage tanks. Alarmed by the King fire of 1867 when 75,000 barrels of crude burned, Petrolians dug storage tanks in the impervious blue clay of the area where the oil lay as in a bottle. While the oil was safe a Mr. Tavener, superintendent of the Canadian Oil Refinery, found that the tanks were not without hazard. On April 8, 1915 he was about to drive four of his office staff off to lunch. He backed his car through a fence and into a tank 60' deep and nearly full of oil. Mr. Tavener and his passengers were all pulled out. Later a tripod derrick hauled out his well oiled touring car.



Michigan Central Station at Petrolia

The town began in the East End. Most of the year that location was satisfactory but spring floods made it necessary to put some of the buildings on high pilings. As well as the bridge over the creek there was a second bridge known as the dry bridge because no water ran under it except in flood time. Both bridges were replaced with one in 1959 when a cut was made to straighten out Bear Creek to prevent flooding.

The town progressed up the hill west of Bear Creek with buildings still of frame and of a somewhat temporary nature. The failure of the Oil Springs wells and low price of oil in the seventies made the town cautious and it was not until the prosperous eighties and nineties, and the Oil Springs wells had revived, that most of Petrolia's substantial buildings were erected.

Petrolia drillers became very expert and in 1874 when times were slack at home some of them went to Java to drill. After that they were in such demand that for the next

sixty years there was scarcely an oil well sunk in the world but what a Petrolia driller and his rig were on hand. To Petrolian W. H. McGarvey goes the credit for opening up the Galician field in Romania, and artesian wells in Australia, Greece and other countries were the work of Petrolia drillers.

Petrolia had grown quickly once the oil was found to be plentiful. From about 300 people in 1864 it grew to over 2,000 when it was incorporated as a village in 1866. W. H. McGarvey was the first reeve. Incorporation as a town came in 1873, and George Moncrieff was first mayor. Then it had a population of 3667. Its greatest population was 4976 reached in 1897. Between the time Imperial Oil moved out in 1899 and the census of 1911 the town lost 1358 people. Its lowest population figure was the 2596 of 1931.

When Reeve McGarvey took office in the newly created village, the settlement between Bear Creek and the Wyom-

ing-Oil Springs road. After that, perhaps because of the position of the Great Western station and the new oil field around the King well to the north-west, it began to creep westward and the churches to accommodate congregations in both ends of town moved to the Bear Creek flats.

The churches migrated with their flocks and eventually reflected their prosperity. The Presbyterians organized a congregation in 1858 and built their first church in Petrolia in 1866. Earlier that year the Episcopalian Methodists built a church. Later but still in 1866 the Wesleyan Methodists built a church and the Roman Catholics and Anglicans formed congregations. After these came the Baptists in 1871 and the Congregationalists in 1879. The latter's church closed within a few years. By 1884 the Salvation Army had a following in Petrolia. That year the two Methodist congregations joined together and in 1925 went into the United Church of Canada.

The most recent churches to open in the town are: the United Missionary dating from 1922, a Gospel Chapel which opened in 1959, and a Pentecostal established in 1937.

Another religious body in Petrolia is that of Jehovah's Witnesses who came in 1939. Also there was a congregation of Latter Day Saints first organized in the nineties, revived in the 1950's, and who in 1966 joined a congregation established at Kimball.

Like the churches the schools kept pace with the population. A log school served the settlement by 1853 and in that year was presided over by Joseph Osborne. After Petrolia became a village a frame school was used and the first teacher was George Murphey. Before 1900 the town had four public schools.

The first high school opened in 1884 and was replaced in 1925 with the nucleus of the building that is now called The Lambton Central Collegiate and Vocational Institute. At one time students from Courtright, Brigden, and Oil Springs came to it by way of the Michigan Central Railway and those from Wyoming, the townline and the 12th line by the Canadian National. Of late years students from a large area come to it by bus. Besides the collegiate Petrolia now has a separate school, and three public schools.

Petrolia has had its own weekly newspaper ever since 1866. The first two were **The Valuator and Petrolia Reporter** 1866-68 and the **Petrolia Sentinel** 1866-69. These were followed by the **Wyoming Newsletter**

and **Petrolia Advertiser** 1869-72. In 1872 **The Advertiser and Sentinel** was published and in 1874 the name was shortened to **The Advertiser**. **The Petrolia Topic** appeared first in 1879. Until 1917 it upheld the Liberal side of the political picture and spelled the town's name "Petrolea" while **The Advertiser** spelled it Petrolia and just as vigorously upheld the Conservative viewpoint. In 1917 the two amalgamated to become the current paper, **The Petrolia Advertiser-Topic**.

It is from the **Sarnia Observer** that this piece is taken telling of Petrolia law enforcement methods;

"September 14, 1868. George Putnam who had operated the Saginaw Hotel in Petrolia, decided to return to the United States. He sold the hotel, started packing and shipping his belongings, but hid \$550 in the hotel while absent at the railway station. When he returned the money was missing. Suspecting a man named ——— he had the man arrested. ——— denied the theft but was nevertheless jailed over night. During the middle of the night, Putnam's friends raided the jail, freed ———, took him to an oil derrick and strung him up on a rope suspended from the derrick, three times before a confession was obtained. The money was found in a stump where ——— said it was. Returned to jail, ——— managed to escape the next day while being taken before the town magistrate for arraignment on the theft charge."

The following account is taken from an **Advertiser's** issue in February 1878:

"...some time ago, Mr. Wm. Anderson, the popular landlord of the Anderson House, was brought before the mayor on a charge of purloining a pocket book containing \$42, by a man under the influence of liquor. The evidence not being sufficient to convict, Mr. Anderson was honourably acquitted. On Tuesday last when the chambermaid was making up the bed, in turning over the tick to shake it, out fell the pocket book containing the exact amount of money lost. This was the bedroom occupied by the man."

William Anderson not only suffered from false accusation but from stiff competition. Petrolia had eight hotels other than his.

Petrolia's interest in politics is reflected in the number of its citizens who have represented East Lambton in the House of Commons. They were: J. H. Fairbank 1882-87, George Moncrieff 1887-96, John

Fraser 1896-1900, Oliver Simmons 1900-03, Joseph Armstrong 1904-21 and 1925-6, and Robert J. Henderson 1945-49. Another Petrolia, Charles O. Fairbank, represented East Lambton in the provincial house from 1939-43.

The oil that made the town rich made it poor in water. It was sometimes true that if you dug or drilled a well you got oil, not water. And at any time the water was either sulphurous, salty, or both. Until 1897 the prosperous town with its baronial homes and brick business blocks had neither satisfactory drinking water nor adequate sewage facilities and was often plagued with typhoid.

To remedy this Petrolia with under 5,000 people had water piped from Lake Huron eleven miles away. Not only was this a bold stroke and in advance of the times but it was far-sighted. When Imperial Oil moved out in 1899 the town might have become a ghost town if it had not had water to attract new industries.

By 1902 it had the Lambton Creamery, a wagon works, a pork packing plant, Canadian Oil Refinery, and the Howlett tile and brick yard which is still in business. Many of the older firms continued to operate and some are in business yet. Among them are the hardware firm of VanTuyl and Fairbank that opened in 1865, the Oil Well Supply dating from 1866, and the Corey Oil Company of 1875, now distributors.

Among buildings dating from an early era is Vaughn and Fairbank's former bank which they moved from Oil Springs in 1869 and used until it closed its doors, still solvent, in 1924. Another survivor from the time Petrolia Street was lined with wooden buildings is a former wooden postoffice, one of the seven that Petrolia has had in the last hundred years, and now the Newton hat shop.

Some new plants occupy former industries' quarters. The Globe Glass roofing has

been in a Canadian Oil Refinery building since 1957, and the Par Mac Woodworking pallets industry since 1962. In the old pork packing plant is the Petrolia Warehouse Limited established in 1964. The site of the Imperial Oil barrel works is appropriately enough occupied by the National Steel Drum Warehouse Limited which opened in 1954. One of the plant buildings of Dominion Sinks, in Petrolia since 1957, is the former Michigan Central Station. In the curling rink built in 1891 is Imperial School Desks Limited started in 1953. The Detroit Gasket company opened in 1946 in the former Clark shoe factory. The office of J. & J. Kerr Company Limited, contractors and dealers in Petrolia for over sixty years is now used by Petrolia Grain and Feeds. In the 1960's the King Milling Company moved into the mill that had been run by Henry Metcalfe.

Oil jerker lines still pump oil from about 150 wells, the total yield being about 28,000 barrels a year, half of what the King well alone turned out in a month a century ago. This trickle of oil is used to make gasoline, ironical in view of the fact that when the oil was most plentiful not a drop of gasoline was utilized.

Though once a boom town, Petrolia, thanks to the agricultural district around it is not a "has-been." It is the shopping centre for a large rural area, and a distribution point for farm produce, and the site of the local agricultural fair. It has industrial employment for over 200 workers and a comfortable up-to-date town for its citizens many of whom work in Chemical Valley. Among its civic advantages are: a 66 bed hospital formerly the home of Jacob L. Englehart who gave it to the town in 1909; a public library which has occupied the Canadian National Railway station since 1937; and a sewage system new in 1966. Over 120 businesses and professional enterprises are operating in Petrolia so when the last oil derrick is nothing but a souvenir, Petrolia will have long since been self sufficient through its modern undertakings.



Mr. Maxwell, a smithy at Watford, built this car and its engine at turn of the century. It was one of the first automobiles in Canada

Watford

Watford, the largest village in East Lambton, is three miles south of the London Road on highway seventy-nine in Warwick township. It was first named Brown's Corners after Richard Brown, who settled there in 1853. When a post office opened the next year, the name was changed to Watford, the name of an English city in Hertfordshire.

Because of the lack of transportation facilities the Watford area was sparsely settled until the Great Western's railway line between London and Sarnia was completed. After Watford's station opened, January 6, 1859, the surrounding land was soon occupied and enterprises were set up in the village to serve the community.

In 1859 Murdo McLeay opened the first store in what is now Watford. Within five years there were five stores, two hotels, two blacksmith shops, one cabinet shop, one tail-

or shop, one cooperage, a public school and a Presbyterian Church within half a mile, and a Methodist Church under construction. Uncle Joe Little, an itinerant Methodist lay preacher, was instrumental in having this church built and later assisted in its pulpit for a year.

By 1869 Watford had a population of 300 and a resident doctor, Joseph Shirley, M.D. His advertisement described him as a "graduate of Queen's College, Kingston, physician, surgeon and accoucheur, and dealer in oils, drugs, and dye stuffs."

The seventies saw a great expansion of business. Murdo McLeay built a business block and the Taylor Hotel; David Roche opened a grocery and liquor store; Lawrence's lumber company established a saw and planing mill; Henry Cook set up a furniture and undertaking business, and Thom's started an implement works in 1875. The

population grew too and in 1875 the village incorporated with John McLean, the first reeve.

In the same year, the Lambton Mutual Fire Insurance Company was formed and has served all ten townships since 1876. It has had a permanent office in Watford since 1920.

Another company formed in 1878 was doomed to a very short life. The **Sarnia Observer** carried only one announcement about it and it appeared on February 8.

"On Saturday last Mr. Thos. Doherty of Watford while sinking a well for his foundry struck what appeared to be a vein of copper and while drilling to-day at a depth of 115 feet large quantities were found. When it was thoroughly tested to-day it proved to be copper of the purest yield. Great excitement prevails in the vicinity in consequence. A company has been formed at Watford to put down a shaft to ascertain if copper is to be found in paying quantities in that village. The following are officers of the company: Pres., M. D. O'Brien, vice-pres., A. W. Rowland; secretaries, W. Wilson and Paul Cameron. Directors, N. J. Lindsay, M.D., M. D. O'Brien, T. Doherty, J. D. O'Neil, A. Saunders."

The first newspaper in the village, the **Watford Standard** was published in 1871. Also dating back to the seventies is the **Guide** newspaper first published in 1875. For seven years it was combined with the **Alvinston News**, and in 1886 it and the **Watford Advocate-Adviser** amalgamated to form the **Guide Advocate**. Subscriptions to it were often paid in farm produce and especially in stove wood. The woodpile had a way of dwindling at night. Noting this two printers' devils loaded several sticks with gunpowder. A thief was located suddenly when these sticks went into his stove, and the newspaper suffered no further losses from their woodpile.

The paper claimed in 1896 to be "the liveliest, spiciest, and best of papers" and to have "the most intelligent and prosperous readers in the West." Certainly it had no fear of libel suits. Between 1882 and 1896 it gave detailed accounts of twelve local suicides. In 1884 it said that Thomas Fawcett, once the most respected and influential citizen in Watford, was making himself scarce. This was after his bank failed, and the books were stolen, and financial distress brought to many people.

Watford was on a crest of prosperity in Fawcett's day. The village had oil street lamps, a fire department and firehall, a four-roomed school, and town hall. Its grist mill, saw, and planing mills, wagon and carriage shops, implement factory, sash, door and blind factory, carpenter shops, cooperage, pump factory, brickyard, and blacksmith shops produced many of the goods and services needed. At the same time, about forty stores supplied all manner of articles from millinery to tinware. In addition there were two barber shops, three livery stables, two private banks, and four hotels.

A number of these business places were destroyed in two large fires, the first in the fall of 1882 and the second in the winter of 1893. An earlier fire, September 15, 1876, also went through a section of the business area. Fires were not confined to the distant past. In 1960, 61, and 62 fire did great damage. The first destroyed Gribben's feed mill, and the last which kept firemen on the scene for thirty hours and cost an estimated \$300,000, burned Moffat and Powell's lumber yard.

One of the hotels mentioned above was bought by two horse fanciers, the Roche Brothers, in 1895. One of their most famous horses was Paddy R. Paddy R. broke a leg early in his career but recovered and won many races. One race took place on the ice of the St. Clair River off Port Huron. Thomas Roche accepted the challenge of a Michigan contender and took Paddy R. to Sarnia and loaded him on a ferry. It was winter and the ferry wedged in the ice. The horse was taken off the boat and he continued over the river on the ice where he won the race and the five hundred dollar prize.

Closely connected with the Roche's hotel was a shed where cock fights were held and where farmers stabled their horses while in the village. Watford maintained the ancient



Watford Old Boys Reunion, 1907

building until the 1960's when it was torn down and a liquor store erected on the site.

Lambton's worst railway accident occurred near Watford. The train from London had just left the Watford station fifteen to twenty minutes on the evening of December 26, 1902, when it ran into a freight at Wanstead and thirty-eight people were killed. One of these was a Watford business man, Henry Lawrence, who operated a lumber mill.

Among its citizens Watford has had three inventors. Two of them, F. J. Hughes, and J. W. Roberts, took out patents on automatic railway car couplers, and that of Hughes was used for a long time. The third inventor was a blacksmith, D. A. Maxwell, who appeared on the streets of Watford in 1900 in an automobile he had taken two years to build. It was one of the first cars in Western Ontario, could go twenty miles an hour and was durable enough that after twenty years of service it could still run at the Old Boys' Reunion in 1924. Not an inventor but quick to make use of modern inventions was Doctor Gibson, who had a private telephone line put up between Watford and Warwick Village for the benefit of himself and his patients.

That Watford people take a keen interest in religion is evidenced by the fact that the village has had ten different religious denominations and twelve separate congregations. The churches no longer represented are: the Congregational, first formed in 1869, which had two congregations in the 1890's and went into the United Church of Canada in 1925, the Gospel Hall whose services were held in the Baptist Church around 1930, the Salvation Army which came to Watford in 1884, and the Methodist which went into the United Church of Canada in 1925.

At present there are six churches in the village, the Roman Catholic whose first congregation was formed in 1875, the Anglican there since 1867, the Baptist first formed in 1894, disbanded in 1929, and whose present congregation dates from 1961, Presbyterian there since 1851, Pentecostal which came in 1940, and the Watford United Church whose present congregation formed in 1963 when the Central United Church joined with St. Andrew's United.

As to schools, Watford has three, a public, separate, a high school. Before 1892, Watford students attended Strathroy high school, but in that year a high school was built in the village for \$7,000, and has been



Watford High School in 1907

noted from that time for its academic excellence.

Census figures show that Watford had its largest population in 1891 with 1299 people, its lowest in 1931 with 979, and that the population in 1961 was 1293.

The original growth of the village was due to the transportation facilities afforded by the Great Western Railway. Passenger service was further improved after the Canadian Southern came into Alvinston in 1872 and a stage coach line ran between Watford and Alvinston to connect the two railways. In the last fifty years automobiles and trucks have cut into the railway business and in 1925 the C.N.R. discontinued freight service out of Watford. The following year it was restored and three passenger trains a day stop there yet.

No longer do the farmers in the Watford area depend on timber, mixed grain, or dairy products for cash crops. To-day these are likely to be corn or soya beans. Poultry raising had greatly increased and in 1963 half a million pounds of turkey were trucked

from Watford to Sarnia and shipped directly to West Germany by boat.

Poultry and egg production were not always as successful as at present, judging from this jingle which appeared in the "Guide-Advocate" seventy years ago:

"Mary had a little hen,
'Twas feminine and queer,
It laid like smoke when eggs were cheap
And stopped when eggs were dear."

Enough chickens are raised now that the village has a chicken canning and processing plant. Other industries are the Androck Wire Works, in operation since 1910, and the Lyons slipper factory. In addition over seventy five establishments carry on business and professional enterprises in the village.



When Wyoming was railhead for Lambton County
oil and drillers

Wyoming

Until the Great Western Railroad staked a line through it, Wyoming was part of the farms of Thomas Brock and Robert McAuslin and the area about it known as the Anderson Settlement. The railway officials apparently gave the name Wyoming to the place around 1856. That year E. Emery was hired to sell the village lots off by auction. His advertisement in the *Sarnia Observer* read in part:

"The proprietors, G. W. Robertson and Marshall McKay, offer for sale at public auction 600 valuable building lots in the town of Wyoming. Wyoming is situated in Plympton township on the middle county line (Highway No. 21) 16 miles east of Port Sarnia. The great London and Port Sarnia turnpike plank and gravel road (Highway No. 7 & 22) passes close to the village. The land is heavily timbered with

superior oak, whitewood, cherry, maple, chestnut, ash, and black walnut. The town has been handsomely laid out under the superintendence of W. McMullen, Esq., P.L.S. It contains a number of buildings among which are stores, a blacksmith shop, a hotel, a steam sawmill, and a steam grist mill. There is a brickyard in operation turning out from 5,000 to 10,000 bricks daily, also a lumber yard... The auction sale will take place on the grounds on the afternoon of Friday, September 19, 1856."

Two years later in December 1858, the Great Western railway was finished to Sarnia, and Wyoming with 150 people became a shipping depot, although the first station had burned and a second was not built until 1861 or early 1862. McKay and Robertson operated the above mentioned mill. Henry Kemp ran the hotel and Andersons the grist mill. They also ran a carding factory and had the only carding machine in the county. W. H. Brown and H. M. Carrol each had a general store, and on March 1, 1858, a post-office opened with George Brown postmaster.

That was the year the oil boom began at Oil Springs, and Wyoming, the closest shipping point, was enjoying great prosperity by 1859. Malcolm Cameron reported that by May 1861, 50,000 barrels of oil at 35 gallons to the barrel worth \$30,000 had been shipped from Wyoming.

That same summer the Plympton and Enniskillen ratepayers met at the Wyoming Hotel and voted to rebuild the road from Wyoming to Oil Springs. The road being used was described by a Galt reporter as:

"one long mud-hole, in which the horses sometimes threaten to disappear. Two barrels on a stone-boat are all that a team can take."

By the following May the road was planked in places and gravelled in others. When the Oil Springs wells diminished in 1863-64 the road fell into disrepair. In 1865 the plank road to Sarnia was finished and it was found easier to take the oil to Sarnia for shipment than to Wyoming.

Many of the refineries at Wyoming closed and the population dropped from 550 in 1864 to almost half that. Then in 1866 the Great Western built a branch line from Wyoming to Petrolia and once again the village became a shipping centre. This railway had to contend with the family cows and other livestock and engineer Frank Turton kept his dog in the cab to clear the tracks.

The railway restored the economy of Wyoming and a directory for 1871 sets the population at 500 and lists five refineries and six hotels. In the next three years the village grew enough to incorporate and H. H. Hunt began his term as first reeve of the village in January 1874.

Most of Wyoming's churches were established before this. The first congregation, a Wesleyan Methodist, built a church in 1858. Later the Primitive Methodists and Episcopal Methodists formed congregations which joined the Wesleyans in 1884. This combined congregation went into the United Church of Canada in 1925. The Anglicans opened a church in 1863, the Presbyterians in 1866, and the Roman Catholics in 1867. In 1878 the Baptist congregation was formed. The newest congregation is that of the Christian Reformed Church organized in 1953. In the middle eighties the Salvation Army also held services in the village.

Between 1869 and 1936, five newspapers were published in Wyoming. The first was **Wyoming Newsletter and Petroleum Advertiser**, founded in June 1869 by John B. Dale. In 1871 the paper was moved to Petrolia as the **Advertiser**. The next was the **Western Globe** 1877-1878 edited by W. McKay. In 1882 Lowery Brothers of Petrolia established the **Press**.

The longest lived was the **Enterprise** founded by Edwin C. Rice in 1894. Among the editors and proprietors connected with it until it ceased publication in 1920 were: E. Donnelly, N. T. Harvey, A. W. Ellis, E. L. Mott, and W. G. Nichol. The latter was editor in 1909 when the circulation was 900. The most recent paper was the weekly **Wyoming Settler** edited by Rex Mills from about 1933 till 1936.

Temptingly worded advertisements for medicine and baking appeared in the **Western Globe** for August 23, 1878.

"For an agreeable invigorating tonic try Campbell's Quinine Wine. Sold at Dale's Drug Store."

"Hot cakes, Warm Taffy, and Good Bread always on hand. Wedding Cakes made to order at the Wyoming Bakery. Henry Pye, Proprietor."

One of the oldest institutions of the village is the fall fair. The Lambton Agricultural Society started this fair in 1846 and held it in various centres until 1862. That year the following concerning it appeared in an April issue of the **Sarnia Observer**:



Wyoming business section, about 1880

"George Brown agreed to place at the disposal of the Lambton Agricultural Society for exhibition purposes next fall the large building (50x30 feet) which he formerly occupied with his store."

Brown's building was accepted and a fall fair became an annual event at Wyoming.

Among the older businesses in the village are that of the Travis Lumber Company, established in 1867, and McKay and White's furniture and undertaking establishment founded by Alpheus McKay in 1877. Other businesses long in the village but gone now were: Dale's Drug Store, Rice's Book Store, Durance's Hotel, Syer's Woollen Mills, Rice's Hardware and Hugh Mustard's Flour Mill.

Leading employers at present are: the Travis Lumber Company, the Swift Canadian Company, and the Wyoming Feed and Supply. Additional employment is given at the new Ontario Hydro area headquarters north of the village. Some are employed by the railroad that brought Wyoming into existence. This railroad started out as the Great Western, became the Grand Trunk in 1882, and the Canadian National in 1922.

Like many Lambton settlements Wyoming has suffered heavily from fire. Fires in the last century include one that destroyed George Taylor's refinery in 1869 with a loss of \$10,000 and another that destroyed the second station in 1874. In November 1947 six business places burned down on Broadway Avenue. In 1965 fire did \$500,000 dam-

age to the Swift Canadian Company. Fire hazard was lessened in 1962 when the village along with Watford put in water lines from the main that goes from Lake Huron to Petrolia.

In 1965 the village built a five-roomed public school, one of the last in Ontario to be built by a village school board. The first school was built before 1861 and the first teacher was a Mr. A. Dingman. The new school replaced one built in 1879. From 1934 to 1946 the upper floor was a continuation school for grades nine to twelve. This school is now the Canadian Christian School operated by the Christian Reformed Church. In addition the village has a Roman Catholic elementary school.

Wyoming has two libraries; one is the Lambton County Library Co-operative located there in 1949, the other the village library started in Dale's drugstore almost one hundred years ago.

The village grew from the time of incorporation until 1901 when it had a population of 829. After that it declined to 480 in 1931. At the present time with 965 people it is the biggest at any time in its history. Recent growth is due in some measure to its central location in the county and the paved roads and railroad which put it within easy distance of London, Sarnia, Petrolia and Lake Huron. A number from Wyoming by driving to work in the Chemical Valley are able to enjoy the benefits of village life — benefits superior to those set forth to promote the Wyoming land sale in 1856.



"Chronicle" newspaper reported news of Oil Springs boom

Oil Springs

The most exciting place in Lambton from 1859 through the early 1860's was the village of Oil Springs in southern Enniskillen. The first commercial oil well on the North American continent was put down there in 1859 into the largest oil field in Ontario. The pioneer refiners who distilled kerosene from the crude that flowed from the wells in a seemingly inexhaustible quantity were the fore-runners of the refiners who moved to Petrolia, and from Petrolia to the St. Clair River at Sarnia, and thence along the river to form the present Chemical Valley with its multitudinous products.

Gum beds at Oil Springs formed from oil seepage brought Charles and Henry Tripp into Enniskillen in 1851 with plans for distilling the gum to make asphalt for caulking ships, varnishes, burning fluids, and allied products. They bought 800 acres

and in 1854, Charles Tripp established his International Mining and Manufacturing Company. In 1855 Tripp's asphalt won recognition at the Universal Exhibition in Paris, France.

This is the only triumph Tripp seemed to have enjoyed. He came into the locality before the Great Western Railway line between London and Sarnia was finished and therefore had no adequate means of transportation, and that together with being poorly financed caused his company to fail. Sheriff Flintoft of Sarnia seized his property for debt in 1857 and 600 acres of it came into the possession of James Miller Williams.

Williams came to Oil Springs where he dug a well 40 feet deep on lot number 16 in the second concession. On August 18, 1858, the Sarnia Observer reported:

"Two weeks ago we noted the discovery in the township of Enniskillen of an abundant supply of mineral oil which the owner of the land was taking steps for making available for the purpose of light . . . by erecting works for purifying said oil and making it fit for use."

On December 30, 1858 the same paper noted:

"We learn that the proprietor of the land in which the Springs are situated, had erected a suitable building thereon, and is now manufacturing by distillation, a beautiful burning oil . . . its illuminating properties are so great that an ordinary sized lamp giving a light equal to 6 or 8 candles, can be kept burning at the rate of one quarter cent per hour . . ."

In a clearing around the wells and refinery lived the workmen and their families in hastily constructed log shacks. In 1860 Williams along with James Thompson, W. E. Sanborn, and Hugh Nixon Shaw laid out the village of Oil Springs on a heavily wooded site of 1966 acres bisected by Black Creek. The village already had a post office that opened April 1, 1859 with John Bartley the first postmaster. Apparently the post office was named Oil Springs although the place had been known as Black Creek up to the discovery of oil.

Connecting the village with the outside world via the Great Western Railway station at Wyoming was a twelve mile trail now highway number 21, notorious for the depth, wetness, and heaviness of its clay until it was paved in 1934. Over this road the oil was taken out by teams that were sometimes forced to haul as little as two barrels at a time.

Williams recovered his oil from dug wells, but in 1860 L. B. Vaughn drilled into the rock and such was the flow, the *Sarnia Observer* noted the oil ran down to Black Creek at the rate of 300 gallons an hour. That year 100 wells produced 10,000 barrels and in 1861 the output was doubled.

The year 1862 was the pinnacle of the boom. In January Hugh Nixon Shaw after working from July drilled a well that flowed at such a rate it could not be stopped for three days. Every available barrel was filled, and a reporter from London measured between three and four inches of oil lying on the ice of Black Creek. In all there were thirty-five of these flowing wells. The "Black and Matheson" produced 7500 barrels a day for a time. That year the field yielded

370,000 barrels of oil in addition to what was lost for want of barrels or means of control.

Most of it went out by rail from Wyoming. One consignment was floated down the creeks and Sydenham River to Lake St. Clair. Some was teamed to Bury's dock in Sombra and some to Josiah Smith's refinery at Mooretown.

Oil Springs had a heady year. Main Street was planked and lit with oil lamps. Stage coaches gave day and night service. Real estate changed hands at higher and higher prices and every lot on Main Street was taken up. Six refineries were in operation. In April the *Oil Springs Chronicle*, Lambton's first daily newspaper, came into existence. The Wyoming-Oil Springs road was planked and gravelled. J. M. Williams brought distinction to the village by winning two prizes at the International Exhibition in London, England, one for being the first to produce crude oil and another for his lubricating oil.

The year 1863 opened inauspiciously. The extraordinary flow of the wells glutted the market and the price of oil fell to less than a dollar a barrel. In January Shaw's well failed. Shaw himself was gassed in a well in February. The "Evoy and Purdy" well stopped in March. Twenty teams could handle the draying instead of the former forty. On October 23, 1863, the *Oil Springs Chronicle* reported: "The local boom continues to level off. The wells flow salt water. Prospects in the oil business are not very bright. Jury and Clark and Evoy well, the most valuable for a long time, failed a day or two previous to the above date. The field is diminishing."

However that year saw telegraphic communications for the village, a new school, and two new churches. The village now had ten refineries and the plank road to Sarnia was chopped out, cleared and the bridges put in. The first Enniskillen Township Fair was held at Oil Springs on October 13.

At the beginning of 1864 the decline was severe enough that the *Chronicle* suspended publication until March. Meanwhile the diminished oil supply sent the price up to \$10 a barrel and once again Oil Springs thrived on the proceeds from the 300 remaining wells. There was a surge of activity and business was carried on in eight general stores, five blacksmith shops, two shoe, one cabinet, and two tailor shops, five cooperages, an agency of the Bank of Montreal and five hotels.



Oil pumping rig with jerker rod lines extending to wells in
Enniskillen Township

One hotel advertised as follows in 1864: "OIL SPRINGS EXCHANGE, Main St., Oil Springs, Canada West. Alfred Fletcher, Proprietor. The above hotel is entirely new, and the most commodious in the place being very convenient, and best located for the accommodation of men on business, or the curious. Stages leave This House Semi-Daily, for Wyoming, making connections with all Trains on the Sarnia Branch of the Great Western Railway. Best Stabling and an attentive Ostler."

In November 1864 the village with a population of 2,000 was incorporated and J. B. Bennett became the first reeve in January, 1865.

The next year the oil wells petered out and the oil men went to Petrolia, where oil was selling at \$11 a barrel, leaving Oil Springs practically a deserted village. By

1867 the last refinery was closed and in July the **Chronicle** stopped publication. By 1871 the population had dropped to 551.

For fifteen years its oil field did not produce. Several attempts were made to drill deeper but the low price of oil coupled with the high cost of drilling and inadequate equipment discouraged drillers until Petrolia interests drilled a successful well 450 feet deep in 1881. Those who had abandoned their holdings came back and the village prospered again less spectacularly than formerly but longer and more steadily. Between 1887 and 1888, 244 wells were sunk making the total in operation 964. In 1893 the **Chronicle** was revived as a weekly and continued until 1914. It even had a competitor, **The Advance**, which ran until 1917.

The Canada Southern Railway built a spur line in from Oil City in 1886 and that and a pipeline to Petrolia handled the crude.

In 1960 railway service was discontinued and trucks took over.

Eighteen ninety eight was a peak year with a production of 133,366 barrels. By 1904 the field had seen its best days. Jerker lines still suck 45 barrels a year from each of over 600 wells and more than twenty men are employed in the oil industry in the village.

Gas wells drilled in 1914 gave the village gas for household use for several years but though the wells seemed very promising at first they did not produce heavily for long.

One big boon to Oil Springs was neither gas nor oil wells but water. In 1948 wells were drilled north of the oil district and water pumped through the village. Until then water had been brought in a horse drawn water wagon and later by truck.

The thick woods around the village yielded quantities of timber, and by 1869 Andrew Elliot was using it in his steam sawmill. Starting in the late seventies Alexander Ferguson ran a sawmill till around 1915. In the eighties another mill was run for a time by G. B. Osborne.

Two active businesses that have extended over long periods are the hardware store, started by VanTuyl and Fairbank in 1880 and now run by Atkin and Jewell, and Watson's machine shop opened in the second boom by Robert Anderson and Adam Murray. Penfound's were in business over most of this century, first as undertakers and then as barbers. The G. H. Thompson store was open from 1905 to 1959. The Toronto-Dominion Bank, still open, started in 1904 as the Bank of Toronto. The Enniskillen Creamery has been in the village since 1933.

Present churches are the Roman Catholic dating from 1867, the Voice of Truth opened in 1963, the Gospel Hall started in 1963, and the United Church. The latter is a descendant of the Wesleyan and Episcopalian Methodist churches which began to hold services in Oil Springs in 1860. They

joined together in 1884 and become part of the United Church of Canada in 1925.

Oil Springs has had four other churches. A Presbyterian started in the school in 1858 and closed in 1965. An Anglican congregation opened a church in 1863 and closed it in 1917. Baptists began to hold services in 1890 and closed their church in 1929. The Pentecostal Church opened in 1937 and closed in 1965.

Oil Springs had a log school until 1863 when a two storey frame school was built. Another one was built shortly after and the two were replaced with one in 1886. It burned in 1904 and the present school with its large wooded and sloping site on the bank of Black Creek replaced it. A continuation school in the public school building was open from 1897 to 1946.

The oil era was so colourful that it tends to overshadow the pioneer days but the *Oil Springs Chronicle* in an issue of April 23, 1862 devoted a column to the forefathers of the village. From this account it is learned that the earliest settlers were John Rouse, a United Empire Loyalist from New York State, who built a grist mill on Black Creek about 1842, the Rev. John Walker, a Church of England clergyman, who was given a Crown grant for services in the Napoleonic Wars, and David MacCall.

To commemorate both the oil period and the early settlers, a museum opened in 1960 on the former gum beds beside the spot where Williams put down North America's first commercial oil well. Inside the building are articles used in the development of the oil industry and clothing and household articles of the eighteen hundreds. On display is a list of the names of the local drillers who plied their trade around the world in the last half of the nineteenth century and first part of the twentieth. Outside the building is a miniature oil field of seven wells all in operation and connected by a jerker line to an engine housed in the former Oil Springs railway station. Eight thousand people or more visit the museum annually to see the mementoes of the boom days of Oil Springs.



Steel bridge was proud addition to Brooke Township roads system, north of Alvinston

Alvinston

Alvinston owes its beginning to Archibald Gardner who built a grist mill there in 1837. The hamlet that grew up around it on the east end of the sixth concession of Brooke township was called Gardner's Mill. Gardner, a Scotsman, came to the locality in 1835 and found that the settlers coming in had no means of grinding their grain into flour except by pounding it by hand.

Gardner was only twenty-three years old when he built his mill on the hill that faces Alvinston. He dammed the Sydenham River to provide power to run the two mill stones. It was the only grist-mill within a radius of fifty miles. Since horses were unavailable and oxen could not be readily guided through the bush, the settlers took their grain, or grist as they called it, to the mill in a bag strapped to their shoulders often carrying fifty or more pounds along a blazed trail through swamps and bush.

Later Gardner built a sawmill making available to them sawn lumber for their floors, doors and window frames instead of the split logs formerly used.

Gardner had his mills only a few years when Mormon missionaries converted him to what came to be known as the Reorganized Church of Jesus Christ of the Latter Day Saints. He was so enthused that he set out on foot and crossed the St. Clair River on floating ice to join Brigham Young, the Mormon leader, in Nauvoo, Illinois.

Later in the year 1846, Gardner's family and other converts chopped a road through the bush to the London Road and abandoned their homes to go to Nauvoo. From there they followed Young to Salt Lake City. In 1946, one of the stones from Gardner's mill was erected as a monument to them and Gardner beside the Nauvoo Road that they made, now called highway seventy-nine.

Gardner sold his mill to the Branan family who improved it and added more runs of stones. It continued to serve the Alvinston district until it was abandoned in 1874, though flour milling went on in the village until 1926.

The name of the hamlet about the mill changed to Brooke's Mill, but in 1854 a post office was established there, with John Branan as postmaster, and the name was changed. A Mrs. John McKeune suggested that the new post office be called Alvinston after a place named Alverstone on the Isle of Wight, but why the change in spelling is not known. In 1854 mail came in once a week on horseback from Newbury to the south and Warwick to the north. And it came slowly; a letter from Port Sarnia took at least three days to arrive.

Ten years after getting a post office, Alvinston was reported in a Lambton Gazetteer as having Branan's grist mill, two hotels, one run by John Stanley and the other by William Branan, Ferguson's blacksmith shop and a population consisting only of the proprietors of these establishments and their families.

It was the Canadian Southern Railway that came through Alvinston in 1872 that made the place grow. By then Brooke Township was being cleared, and the farmers had goods to be shipped that brought in cash to spend. An advertisement in the *Sarnia Observer* in March 1874 refers to the prosperity: "J. H. Black was awarded the contract to build a new town hall in Alvinston where there is a brisk business boom."

A gazetteer of 1877 lists the steam flour mill of Pincombe and Martyn with its four runs of stones, and their stave and heading mill, and cooperage. Another flour and grist mill listed belonged to J. W. Branan and ran by steam and water power. It was said to grind as many as 800 bushels of wheat a day. Also listed were a number of small businesses including a sash, blind, and door factory, four wagon and blacksmith shops, and two brick yards. Brick houses, business blocks, wooden sidewalks, and oil street lamps made their appearance at this period.

In 1879 Alvinston had more than 750 residents needed for incorporation as a village; but the citizens did not want to incorporate as then they would have to pay for replacing the Sydenham River Bridge. As this bridge was then the only one in the township to cross the river, all east and west bound traffic in south Brooke had to go through Alvinston. Finally the bridge be-



Michigan Central in 1882 at Alvinston flour mill

came unsafe, and the township replaced it. Then, in 1880 thrifty Alvinston became the eighth incorporated place in the county, with Alex Lucas the first reeve.

Two years before the village was incorporated the first edition of the *Alvinston News* appeared. The next year it was absorbed by the *Watford Guide*, and the one paper served both communities till 1882. Since then, the newspaper with its name changed to the *Free Press* has been published weekly in Alvinston to cover the local news.

The new village experienced traffic and financial problems. In 1886 the council passed a bylaw saying it was "not lawful for any person or persons driving a vehicle of any kind, drawn by one or more horses, within the corporation of Alvinston to go faster than a slow trot, and not more than seven miles an hour." On the financial side, the villagers lost savings and some businesses had to close when two private banks failed — Fawcett's in 1885 and that of John Conn and Company in 1892.

Meanwhile the surrounding country became so productive that a second railway, the Grand Trunk, ran a line through Alvinston in 1892 to handle farm produce and timber. In 1906 the "*Alvinston Free Press*" reported "there are three grain elevators here, and many cattle and hogs are shipped to the stock markets. The horses raised here are of the best, many car loads are shipped out each month."

Brooke farmers always took pride in their livestock, particularly their horses. As early as 1875, the Brooke and Alvinston Agricultural Society held ploughing matches and annual exhibitions of farm stock. In 1885 the society bought a fairground, and the Alvinston Fair is held there every fall. Between fairs the exhibits building is the community arena.



Alvinston department store

By 1914 when the first automobile agency was established in the village, the whole business life of Alvinston had changed. Nobody wanted the cooper's barrels; demand for harness, iron cookstoves, and wagons was small; and bootmakers and tailors could not compete with factory-made goods. But a canning factory, undreamed of in pioneer days, had started to operate in 1905 and ran until the 1950's

As late as 1925 the bulk of traffic in and out of Alvinston was handled by rail making it less accessible than it is now. To reach the village from Corunna, for example, took about four hours by train. Passengers took the Pere Marquette to Court-right and changed there to the Michigan Central, the successor to the Canadian Southern.

Rail traffic declined during the depression and after that roads and motor vehicles improved so that by the 1960's Alvinston depended largely on cars and trucks for transportation. In 1960 the New York Central, the successor to the Michigan Central and Canadian Southern, ceased to run and the tracks were lifted in 1962. In 1965 the Canadian National Railway, which took over the Grand Trunk, stopped its freight service

Point Edward

Point Edward's location, at the place where Lake Huron flows into the River St. Clair, has largely determined its history. The Mississauga Indians considered it strategic and had a village there at one time to guard the entrance to the river. White men also considered the situation vital, and after the surrender of the Indian lands in 1827, the Point was set aside as a military reserve to offset Fort Gratiot. Destined for military



Agricultural Hall and skating rink at Alvinston

to Alvinston.

To-day there are bridges over the Sydenham River on highway 80 and on the sixth line and no need to go through Alvinston to get to Glencoe and other eastern points. The village, however, is the shopping, social, and religious centre for the surrounding area. Besides several stores it has two hotels, an abattoir and locker plant, a bean elevator, a bank, a public school, and five churches.

The Methodists, now United, built their first church in 1862, the Presbyterians, and the Anglicans in 1873, the Baptists in 1881, and the Roman Catholics in 1878. The latter's church had a big increase in numbers from the Czechoslovakian settlers who came to Brooke before the second world war.

The present population of Alvinston is 660. Only once since incorporation has it been smaller; that was in 1956 when the population was 652. It reached its greatest size in 1891 when it had 1006 people. The number of inhabitants is likely to increase if the proposed dam and reservoir are constructed on the Sydenham. Then the river would supply the village adequately with water and be as vital to it as it was in the days of Gardner's Mill.

purposes it was named for a military man, Edward, Duke of Kent, father of Queen Victoria, and commander of the British forces in North America in the early 1800's.

Tradition has it that Point Edward was once an island. But although Father Hennepin said that Lake Huron entered the river through three channels in 1679, maps of 1750 show the Point looking much the same



Point Edward Fish Hatchery, now tests for water pollution

as it did forty years ago. Its outline was changed then when a land mass was created to form a site for the Sarnia Elevator. Before that Point Edward made a clean sweep around Sarnia Bay.

The Point remained unoccupied until 1938 when John P. Slocum received a license at £300 a year and established a commercial fishery. Two years later John Robinson settled on a farm outside the eastern border. Point Edward had no other settlers until the coming of the Grand Trunk in 1859.

Although the Point was a military reserve, a Canadian senator bought 644 acres of it on behalf of the Grand Trunk railway in 1853. He paid the Crown two dollars an acre, sold the railway 30 acres, and sold the remainder privately at a sharp profit.

It was because of Point Edward's location that the Grand Trunk made it their western terminus. As the river is narrowest there and the current swift enough to keep it from being blocked with ice in win-

ter, the Point was the best place from which to ferry trains back and forth to connect with the American lines.

The Grand Trunk did things on a grand scale. The first Point Edward station, which burned in 1871, exceeded in grandeur any station west of Toronto. It was so luxurious that when Edward VII, as Prince of Wales, visited Sarnia in 1860, he was taken there for lunch, and Ulysses S. Grant making a triumphal tour after his successes during the American Civil War spent a night there. Grand in retrospect too, is the fact that a newsboy on the Grand Trunk line through Point Edward was Thomas Alva Edison.

The railway with its car and passenger ferries, round house, grain elevator, and live stock yards, provided plenty of employment. To accommodate its employees the railroad put up large frame houses on St. Clair Street that have since been removed and large brick ones on Livingstone Street that are still standing.

In 1865 the railway gave the Anglicans a church which was also for the use of all Protestant bodies in the community. It stood on Livingstone Avenue and the bell tower, with a railway engine bell in it, was built high so it could be seen out in the lake and guide captains coming down into the river. When the church was moved to Michigan Avenue in 1902 a range light was erected on the shore to take the place of the belfry as a navigational aid.

Three congregations shared the church building until 1872 when the Presbyterians built their present church. In 1873, the Methodists, a congregation of eight years standing, built a church where the present United Church is now. Other churches in Point Edward are the recently built Roman Catholic and a Gospel Hall.

The village got its first post office on March 1st, 1865, and Louis Ernst was appointed postmaster. It continued to have its own post office until a sub-station of the Sarnia office took over and house to house delivery was started in July, 1962.

In 1879 the village incorporated, and the first meeting of the village council with Dougald Livingstone as reeve was held on January 20 of that year. At that time there were 1400 people in the village, five hotels, a flour mill, two grain elevators, one of which was under construction, and horse drawn street cars had replaced the stage-coach to Sarnia. (The street cars were electrified later and ran until they gave way to buses in 1931).

Medical practice was different in the new village than what it is now judging by this bit taken from the *Sarnia Observer* of May 30, 1884:

"The patients in the pest houses were liberated . . . Dr. Johnston gave them free pass to go where they pleased. The buildings used as a hospital for the small pox cases have been cleaned out and whitewashed."

An account in the *Sarnia Observer* for Friday, February 13, 1885, shows the difficulties encountered in ferrying trains. It reads:

"There have been no trains here from Chicago since Sunday and business is almost at a standstill on the G.T.R. The ice blockade is the worst known for a number of years."

In October of 1884 the Point had a news-

paper of its own called the *Independent*. A second paper, the *Post*, published by W. J. B. Williams, came out in 1886. At the end of five years Williams took his paper to Sarnia and amalgamated it with the *Sarnia Sun*.

The eighties had been prosperous years in Point Edward. The Grand Trunk had first run a line into Sarnia to connect with the Great Western and then in 1882 had taken that railroad over. With so many more trains to handle, and the carferry often delayed by ice or other shipping the Grand Trunk decided to build a tunnel farther down the river.

In 1891 the St. Clair Tunnel opened, and the trains that formerly came into Point Edward down what is now Cathcart Boulevard proceeded into Sarnia and thence by tunnel to Port Huron. The ferry slips and the railway yards were deserted and out of the 1881 people in the village over 1100 moved to Sarnia, and a large number took their houses with them. Church congregations dwindled and for a year the Anglican Church was closed.

What activity there was centred along the river and at the Crosby Foundry. Grain boats continued to unload at the elevator, which burned in 1902, was replaced in 1903, added to in 1910 and afterwards burned again. The Tree Steamship Line gave freight service and the Northern Navigation Company handled package freight. For many years the Canada Steamship Lines had a coal dock on the river front where ships fueled until diesel fuel replaced coal.

Starting in the late nineties, ore was brought in from Lake Superior to be shipped by rail to Hamilton, but after the new Welland Canal opened in 1931, ore boats could take their loads all the way. The only vestige left of this enterprise are the heavy bollards and red ore stains south of the bridge.

The Central Canada Stone Cutting Company operated a plant in a vacated railway building from 1915 till 1931. Among its contracts were ones for supplying stone for the Royal York Hotel, the Union Station, Eaton's College Street store, and the post office, all in Toronto. Like the ore business stone cutting ended with the opening of the new Welland Canal.

Establishment of the Holmes Foundry in 1919 and of the Electric Auto-Lite, now Presto-Lite, in 1930 boosted the economy of the municipality. Both industries are feeder plants to the automotive trade. They with

some smaller plants and several motels keep taxes low on private property although the village has a fairly new public school, new sewers, a sewage disposal plant, new municipal offices, and a new fire hall and library on the former public school site.

Many are employed at the Canadian National Freight sheds, which were new in 1950. Throughout the navigation season Canadian Steamship Lines provide freight service to the lakehead. Quantities of package freight are shipped and cargoes of flour and mill feeds brought down.

From Slocum's day to the present commercial fishing has been carried on at Point Edward. The Provincial government maintained a fish hatchery there for over half a century, closing it in the late 1950's. Purdy's have had a fishing fleet there since 1943. The principal catch is yellow pickerel which is shipped to New York daily during the fishing season. One marked change over the years has been the virtual disappearance of the herrings. Up until five years ago the herrings were caught by the ton in the late fall. Now the biggest catch is less than a fifth of what it was.

Courtright

Courtright on the St. Clair River in Moore township owes its origin as a village to plans that never fully materialized. In 1869 it was selected as the western terminus of the Canada Southern Railroad and named to honour the president of that road, Milton Courtright. The railway was laid from St. Thomas to Courtright with the idea of providing a short route from New York to Chicago through southwestern Ontario. The line was to link up, by means of car ferries between Courtright and St. Clair, Michigan, with the Michigan Air Lines Railroad to Chicago.

By 1872 the track was laid to Courtright and a dock and depot built. The village was surveyed into lots which were sold by auction for \$25 to \$100 a piece. George Wilson erected a foundry and machine shop, John Dundas a planing mill and lumber yard, Nathan Boswell a brickyard, Mackenzie Brothers a grist mill, and M. B. McGregor a hotel. A post office opened in 1874 with Wilian Sparling the first postmaster. The customs office moved down from Mooretown and

Because Point Edward is on the narrowest part of the river, the Bluewater Bridge to Michigan was built there in 1938. Later a reception centre for the convenience of tourists using the bridge was built on the northwest corner of Bayview Park, a park that was the gift of the railroad in 1889.

Point Edward slowly regained the population lost at the time the tunnel opened and now with 2732 people it has 900 more than it had at the most and twice what it had in 1941. The village, bounded by the Sarnia streets of Exmouth and Christina, the river and a line that would extend from the end of Cathcart Boulevard to the river, is cramped for land.

In 1965 a strip of park was made along the river front west of the railroad track. It is a favourite spot of anglers and people watching the boats. Here where the Grand Trunk Station once stood and from where Slocum did his fishing can be seen the long lake freighters and merchant ships from ports all over the world going up and down in the channel that carried sailboat fleets less than a century ago.

William Bartlett became Courtright's first customs officer. But in the meantime no railroad was built into St. Clair and the car ferries and the short route to Chicago never did materialize.

A totally different cross-river traffic emerged. The Diamond Crystal Salt Company of St. Clair, Michigan, shipped its salt to Courtright and thence by the Canada Southern to Buffalo. This trade went on from 1886 to 1926 when a railway came into St. Clair. In summer, the salt, and any passengers wanting to cross the river came in the steamer **Welcome** later replaced by the **Hilton** and **Colburn**. In winter the tug **Abner C. Harding** tried to keep a channel open, but in the last century the salt was hauled over the ice on horse drawn sleds.

The crossing was not without hazard. Once a man named Robbins came across with a team hauling a load of bricks. Robbins crossed safely but the team, wagon and bricks are still on the bottom of the St. Clair.

Courtright had a salt block of its own built about 1883 and run by John I. Carter. On February 13, 1885 the Courtright news in the **Sarnia Observer** noted that:

"The burning of coal and wood in our salt block is a thing of the past. It is truly a fine sight to witness the burning of refuse oil. The heat engendered surpasses everything previously tried."

The same John I. Carter was the one who provided for 25 Ontario counties to receive three scholarships annually. These scholarships of \$100, \$60, and \$40 have been given to outstanding high school students for over fifty years.

Early in this century Courtright was a busy port. In addition to the salt trade, package freight came in by the **Canada Southern** and was shipped by freighter to the Upper Lakes. The cargoes were largely canned peas, corn, and tomatoes. This trade ended when canning factories were established in the west and the freight rates became low enough that the canned goods could be brought to the lakehead from the west by rail more cheaply than by boat from Courtright. For a short time quantities of railroad rails and ties were brought in by boat and shipped out over the railroad.

In 1907 there were enough people that the village incorporated with James Whittitt the first reeve. At that time liquor outlets were forbidden in Moore, and Courtright with three hotels, the Bedard, Marshall, and Hyde incorporated to escape the township regulations and still is the only incorporated municipality in Moore.

Aside from the year 1907 when it must have had 750 inhabitants to qualify for incorporation, Courtright had its largest population in 1906 when it had 600 people. By 1911 when the shipping business was declining the population had dropped to 371. In 1941 the population was only 325 but has risen since then to 580.

The school population from 1871 to 1951 was accommodated in a two roomed school. In the latter year a three roomed school was built, and in 1961 a separate school opened. The village never had a high or continuation school. A few pupils attended the Petrolia High School and continuation school classes at Brigden going there by train, and some went by train to Chatham for business courses. In 1927 the Harrold Bus Line started daily service to Sarnia and since then high school pupils have gone there.

Partly because of the lack of a high

school but also because of Courtright's location and shipping industry many students on leaving school "went sailing" and a large proportion of them became Great Lakes captains sailing both American and Canadian ships.

Courtright had its first church, a Methodist, now United, in 1873. Six years later a Baptist congregation erected a church. In 1888 a Roman Catholic Church opened, in 1892 a Presbyterian, and in 1897 an Anglican. The Presbyterian closed and the building was sold to a Pentecostal congregation in 1963.

The village has had a resident doctor from its earliest days. The first one was Dr. F. B. Wilkinson. One of his successors, Dr. J. I. Ferguson, who bought the Courtright practice and drug store in 1902 found he had to keep five horses to cope with mud of Moore and Sombra township roads.

At that time it was necessary to go for the doctor as there were no telephones. Dr. Ferguson bought line, poles, and had seven phones installed in Moore and Sombra with the switchboard in his house. So many more subscribed that he moved the switchboard to his drug store and hired operators. When he left Courtright in 1912 Moore township council amalgamated the doctor's phone business with the Brigden Telephone Company to form the Moore Municipal System.

Between 1909 and 1917 Courtright had a newspaper published by J. W. Kedwell of the **Petrolia Topic**. It was called the **Courtright and Moore Sun** in 1910; the **Tribune** in 1912; and the **Outlook Tribune** from 1915 when it combined with the **Sombra Outlook**.

Courtright has had many hotels for its size. Even before the village had a name it had a hotel, the Ferry House, run by Joseph Gallineau. The present hotel was built in 1892 and an advertisement for it then read:

"Messrs. Bedard and Sons erected a fine brick hotel now known as the Hotel Bedard and fitted it with all modern improvements and conveniences, the sanitary arrangements being unexcelled. Rates by the day \$1.50. It is invited to the attention of . . . all who wish to seek rest and healthful recreation amid the cool summer breezes and pure bracing air, to glide o'er the placid St. Clair, or take the unsuspecting member of the finny tribe from the clear blue depths of this delightful strait."

Around 1912 the Western Salt Company

moved from Mooretown to Courtright and built a plant, the chimney of which is still standing south of the village. In 1927 the proprietors of the Western Salt bought out the Dominion Salt Company at Sarnia. As the Courtright salt was high in calcium and therefore difficult to dry, Western moved from Courtright to Sarnia. Not only did Courtright lose its industry but also its water supply. The company had supplied chlorinated river water for the village, and deep wells were drilled when the company left.

While the Canada Southern never operated in the way planned for it, it did serve Courtright well from 1872 to 1960. From 1883 to 1930 it was run by the Michigan Central Railway and from 1930 on by the New York Central. The railway gave passenger service with a train that went east in the morning and west in the afternoon until 1932.

One important winter cargo until electric refrigerators came into use was ice cut on the St. Clair River. Farm produce remained an important cargo to the end. Sugar beets came into Courtright from east Lambton and were transferred to the Pere Marquette Railway and taken to Wallaceburg. Over most of its existence the railroad carried stone and gravel to improve the roads that eventually superseded it.

Courtright although it has no rail service still has a railway running through it. This is the Chesapeake and Ohio, successor to the Pere Marquette which took over the Huron and Erie that was completed from Chatham to Sarnia in 1886. It provided the village with daily mail and passenger service north and south until about 1930.

When the Courtright - St. Clair ferry made its last trip across the St. Clair River in November 1964, it brought to a close a public transportation system that had existed for over one hundred years. By 1860 Joseph Gallineau used a rowboat or sailboat for transporting passengers back and forth to Palmer as St. Clair was called then. Even at the turn of the century his son Ferdine rowed passengers across.

There has been steam ferry service off and on since the 1860's. One of the first ferries was the **Messenger** and like most of the early ones she called at both Mooretown and Courtright on the Canadian side. In 1873 the **Milton Courtright** was used until she burned. In 1974 the **Helen** sailed under Captain Thadeus Baby, and the next year she had a competitor in the **Bertie Dalke**. In 1879 the steamer **Survey** owned in St. Clair provided ferry service. After 1886 passengers generally crossed on the salt boats.

When the time came that there were automobiles as well as passengers to be accommodated, gasoline launches, the **Marilyn M** and the **Mary C**, which towed scows, were operated, first by Frank Currier and then by John Miller of St. Clair. Miller was drowned and the business sold to a man named Lee. Lee also drowned. Victor Chowen ran the ferry after that and then sold the business to Captain Sherwood Anderson of St. Clair.

In 1956 Anderson bought the **M. S. Courtright**, capable of carrying nine cars. Over the next eight years she operated successively under Purdy and Clark, Lowell Dalgetty, and Edward Glass.

Courtright is now a residential village with few business outlets. The business with the longest life span was the former Cathcart store which served the community from 1862 to 1948 and is now a liquor store. The village jail has not had an occupant for over fifty years. The library established in 1923 still serves the village as does a community centre opened in 1963.

Among the residents are descendants of those who settled there early in the last century. Some of these settlers were listed in the 1840 Moore assessment roll as owning lots 24, 25, 26, 27, 28, and 29 in the front concession which make up the site of Courtright. They were: Frances Barrow, George Bell, a Mrs. Donnelly, William Ford, John Ford, Julia Gerrard, Louis Gallineau, Peter Gallineau, and Hugh Johnston.

Before the first generation of settlers had gone, tugs and steamers called at Courtright to take on cordwood fuel, and the place has been a port ever since. Present day ships bring in stone for use on local roads, making shipping the one industry left in this village whose greatest asset has always been its location on the St. Clair River.



Bosanquet

Chopping a path through twenty miles of bush wide enough to let his oxen and wagon squeeze through, Asa Townsend in 1821 made his way westward from Lobo to where the Aux Sables River touches the south-east corner of Bosanquet township. Townsend had a salt spring there which he tried to develop into a commercial enterprise but was not successful; however he did get 390 acres from the Crown in return for chopping out the trail to it.

Townsend and a band of Chippewa Indians had the 75,000 acres that make up the triangle of Bosanquet all to themselves. These Indians were the successors to the Neutrals who had maintained their neutrality by selling flint found at Stoney Point to both the Iroquois and Huron tribes. After the Iroquois wiped out both Neutrals and Hurons 1649-1651, the Chippewas had come in. They grew corn along the flats of the Aux Sables and made such inroads on the game that the early settlers noted the scarcity.

Townsend's privacy had lasted five years when Mahlon Burwell came up the Aux Sables to visit him. Burwell had just surveyed the two reserves, Kettle Point and Stoney Point for the Crown and was going on to survey the rest of Bosanquet for the Canada Company. That year, 1826, the Crown had sold the company one million acres including the township of Bosanquet so named for the director of the company, Charles Bosanquet.

The survey of Bosanquet was not complete until 1835. Maps made after that show the boundaries to be Lake Huron on the north and West, Plympton and Warwick on the south, and the Aux Sables River on the east. The Aux Sables at that time made a sharp turn at the northern tip of the township and flowed south for over ten miles before emptying into Lake Huron. Within the triangle formed by the river were Lakes Burwell, Smith, and George. The concession lines were run north and south and the sideroads east and west like those of Dawn and Euphemia and opposite to those of the other townships.

After Burwell, Townsend had no more callers until Henry Utter put in an appearance in 1833. Brewster and Smart had built a sawmill on the lake shore a year previously but they were as isolated as Townsend him-



self. One family after another followed Utter, the Smiths, Eastmans — enough that by 1841 there were 148 people in the township or what was to become a township officially in 1847. In 1850 a council was elected with William Ketchum, reeve, and Jesse Furry, Hugh Johnson, Thomas Ward, and Simeon Crawford, councillors.

Sawmills were next to gristmills the most important establishments for Bosanquet pioneers whose land was all bush. The earliest settlers chopped the bush down, hauled the logs together, burned them, and converted the ash to potash. Once sawmills were in operation the logs were taken to them and sawn for the owners' buildings or for sale as cordwood, squared timbers or staves. Small communities like Brewster, Ravenswood, and Kinnaird centred around sawmills.

Kinnaird is now the site of one of the township's two area schools; the other school is near Thedford. These two replaced the schools of twenty and a half school sections.

Two communities, Pine Hill and Port Franks, were laid out by the Canada Company. Jura grew up around a church and postoffice. Jericho, Golden Creek, and Woodbury were named centres because of their postoffices.

In 1859 the Grand Trunk line was complete from eastern Canada to Point Edward and the 11.65 miles that ran through Bosanquet raised the price of land, brought Forest and Thedford into existence, carried the timber and farm produce to markets, and brought in settlers directly from the ports in Quebec.

The Canada Company sold land in 100 acre plots at \$2.50 to \$4.00 an acre, and by 1861, 19,674 acres had been taken up and were supporting a population of 3,097 most of whom were native Canadians. The rest were: 307 English, 207 Irish, 268 Scottish, and 102 Americans. In religion they favour-

ed the various branches of the Methodist Church, the Presbyterian, Anglican, Baptist, and Roman Catholic in that order. The first church in the township was the Baptist at Arkona.

When most of the arable land was taken up the Canada Company drained the rest to make more sales. Starting in 1873, a cut was made from the Aux Sables on the east side of Bosanquet straight across to Lake Huron at Port Franks. It went through the middle of Lake Burwell and both it and Lake George were drained and the lake bottoms became the famed celery beds,

Bosanquet topography has been changed in many ways. The Canada Company Cut dried up about four miles of the Aux Sables on the east side of the township and filled in the harbour at Port Franks. The cut from Aux Sables to Lake Huron at Grand Bend dried up the southern portion of the river. Lake Smith was drained in 1958. Since 1942 Stoney Point has not been used as an Indian Reservation but as a military base by the federal government. When the Huron side of Grand Bend was incorporated into a Lambton village in 1951 the township increased by 200 acres.

Changes have taken place in the economy too. During the seventies there ceased to be a good market for Ontario wheat and farmers turned to dairying, cattle raising, and then fruit farming. As farm machinery improved fewer men were required on the land, and that with the drain of people to the west brought Bosanquet's population from a peak of 4452 in 1871 to two thirds of that in 1881 and to a low of 2200 in 1931. Since then it has increased to 3221.

Tourist business has become important since the coming of the automobile. The Huron shore of Bosanquet is an ideal resort area with its wide beaches, clean water, and wooded shores, and two provincial parks. The first one was opened at Ipperwash, between the two reservations, and the other, the Pinery, between Grand Bend and Port Franks. These parks along with Port Franks, Grand Bend, and Beach of Pines will have as many as 20,000 people in them on any one day in the holiday season. Recently the Pinery had been used as a winter resort as well and has provision for skiing and tobogganing.

The Aux Sables River area is still frequented by palaeontologists who started



This hotel still dominates main intersection at
Grand Bend

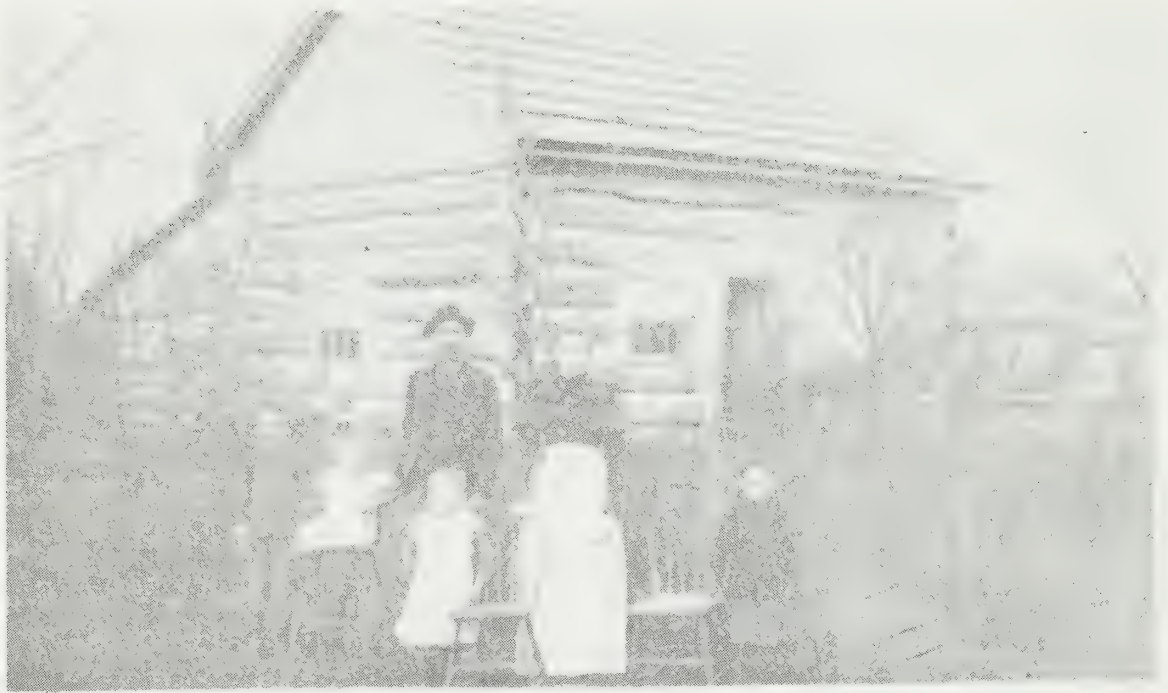
coming there nearly a hundred years ago to study the fossil beds laid down in the Devonian period. Tourists come too to picnic at Rock Glen near Townsend's old solitude.

Picnicking is not new in Bosanquet. It was with a picnic held on June 29, 1867, that the advent of Confederation was celebrated. Of all the speeches given on the occasion only one was recorded, that of Uncle Joe Little, who said:

"You have heard very much to-day about our country and the blessings of Confederation but there is one thing which has not been told. I have been among you for many years now, but I shall never be seen again in Upper Canada after 12 o'clock the day after to-morrow." (The people received this announcement with evident surprise and sorrow). "Now do not look so serious my friends. You know this will not be Upper Canada any more, but Ontario."



Digging the Aux Sable cut



Enniskillen family about 1890. This log house was at the four corners of Dawn, Brooke, Enniskillen and Euphemia

Brooke

When the Indians sold Brooke to the Crown, they handed over as fine a stand of virgin forest as there was in Lambton, a stretch of rolling country, and a big swamp. The township was sold in two parts; the south-west was relinquished in 1822 and the small corner left in the northwest in 1827.

Surveyor Samuel Smith and his party started to work in 1832 and found that they had been preceded by at least one white man. Smith came upon his clearing on Little Bear Creek east of where Mosa township pokes up into the side of Brooke, on April 20, 1833. The man was Neil MacCall, who had a wife and two children, one of whom was born in Brooke in December 1832.

Smith numbered the concessions from Euphemia north to Warwick and the lots east from Enniskillen to Mosa and Metcalfe in Middlesex County. On the completion of the survey, much of the township was granted to the sons and daughters of United Empire Loyalists. Few of these people took up residence and much of their land lay idle for years afterwards.

Bears, coons, deer, and foxes found shelter in the great woods of walnut, maple, ash, and elm. Wolves were common too and a menace to the domestic animals of the pioneers. But they were not entirely on the wrong side of the ledger for a wolf scalp,

complete with ears to distinguish it from a stray dog, was as good as cash when it came to paying taxes.

The deer made a welcome addition to larders. John Lucas, when interviewed in 1895, just before the 75th anniversary of his marriage to Ellen Saunders, told a reporter that when he came into the township 58 years before the hunting was "real good." He said that in one day he and his son and Elisha Tompkins killed 16 deer.

Lucas was one of the early settlers, but he said that when he came in 1837 the Watson, Laratt, Kelly and Bryce families had already arrived. Archibald Gardner also came in 1837 and built a grist mill and later a sawmill on the Sydenham on the site of Alvinston. There were enough settlers to use Gardner's grist mill that by operating it day and night for five months he was able to pay off the \$3300 it had cost him.

Gardner was instrumental in building the first church in the area on the Warwick side of the townline. Of it he said "we Gardner's felt the need of a church. So we met together and built one in a day."

The following written in 1844 to commemorate the occasion caught some of the enthusiasm and haste with which the building went up.

"The morning came, I was not idle,
 I caught my steed and spanned my bridle,
 And four white feet in swift succession
 Soon brought me to the Sixth Concession.
 The sun was gilding all creation,
 The songsters warbling adoration;
 No note to me was half so cheering
 As what I heard in 'Gardner's Clearing.'

The busy din of axes bounding
 Chips were flying, woods resounding,
 Drawing, sawing, shingle-making,
 Each one busy, no one speaking.
 Corner-men were busy fitting,
 Working, standing; working sitting;
 Hands beneath in full enjoyment,
 With skids and handspikes in employment.

The walls we raised, the roof erected
 In quicker time than we expected;
 Each man to shingle took his station
 While hammers smack in operation.
 Next came the moments for devotion,
 When every hand suspended motion.
 We sang and prayed and parted praising,
 God bless the friends of Gardner's Raising."

There was no church in Brooke until the Anglicans built St. James about 1856, but five denominations were represented in the 511 settlers of 1851. Two hundred and ten were Presbyterian, 165 Anglican, 73 Methodist, 45 Baptist, and 18 Universalists. The Presbyterians, who built their first church in 1863, were mostly Highlanders and to minister to them a clergymen must "have a proper knowledge of English and Gaelic, and must be competent to preach in both languages."

As to racial origin, of the 1600 in the township in 1861, 258 were Scottish, 219 were Irish, 91 English, 24 American, and the rest Canadian born. Anglo-Saxons are still in the majority, but a large number of Czechoslovaks came in before the Second World War and some Hollanders since then.

Because of the great forested swamp on the west side and the amount of land held by absentee owners, the township grew slowly, at first, and by 1846 it contained only 169 persons. By 1851 there were 511. Over the next ten years, the opening of two railway lines hastened growth. The Great Western ran a line from London to Windsor in 1854, which passed within three miles of east Brooke, and another to Sarnia in 1858 passing two miles to the north through Warwick. In 1872, the Canada Southern line came through the township, and Brooke's population grew from 2538 in 1871 to 3492 in 1881. The maximum was reached in 1901 with 3678 people. The population has dwindled since to 2117 in 1961.

Only four percent of Canadians went to school in 1840 and by 1844 Brooke still had

no school, but a report of 1846 stated that 25 children or 6% of the population of the township were attending school. In 1852, William Risk, school commissioner for Brooke, wrote:

"The majority here are in favour of free schools, but as the greater part of the township is owned by absentees, the taxes upon their property not being immediately available, as well as on account of the thinness of the population small progress has as yet been made."

By 1900 there were 23 schools all of which closed when the Brooke Central School opened in 1961. This school is used by both Protestants and Roman Catholics. For higher education pupils attend secondary school either in Petrolia or Watford, but from 1896 to 1948, there was a Continuation School at Alvinston.

Brooke's first post office opened in 1851 at Brooke, a hamlet in the north-east section, with Archibald McGregor the first post master. Three years later a post office opened at Alvinston. The Aughtim and Aberfeldy offices moved into Brooke from Euphemia in 1856 and 1857 respectively. Inwood opened in 1874 and Walnut in 1875. In 1877 Heather opened, and during the nineties, four more offices were established, at Tancred in 1890, Rokeby in 1890, Lowlands in 1891, and Sutorville 1896. The last one to open in the township was at Totten in 1910. All are closed now except for the one at Inwood and the Alvinston office.

The opening of the Sutorville office marked the high point in the clearing of the north end of the Brooke swamp, while the opening of the Inwood office marked the beginning of the work on the south end. At least as late as 1864, there were no occupants on the swampy west side of Brooke township in any lots numbered from one to four and very few in the lots between five and eleven. Some of the lots that were occupied on the swamp's eastern fringe had potash works on them and one lot had a soap factory. The swamp caused this comment in the *Sarnia Observer* on June 10, 1870: "the township of Brooke is unfit for settlement; the swamp must be drained."

Before drainage could be undertaken, the land had to be cleared, and clearing began in earnest with the coming of the Canada Southern Railway in 1872. By 1880 six sawmills and one stave and shingle mill were at work on the swamp timber.

The village of Inwood grew up in the thick bush at the south of the swamp. In-

wood was a company town founded by three men, Holmes, Moore, and Courtright, all connected with the railroad. They named the village for one in New York State, gave land for Anglican and Presbyterian churches and a school, opened the first store and first butcher shop, and operated the saw, stave, and heading mill they built in 1873. Their products were cordwood, staves for the ubiquitous barrels of those days, and sawn lumber. The latter was in demand in the fast developing county to replace the log houses and barns and the stump and rail fences. The village prospered until 1899 when a serious fire wiped out over a dozen business establishments and several houses.

By 1900 most of the great swamp lay bare and enough of the land had been drained and put under cultivation that grist and chopping mills, a cheese factory, and grain elevators were more important than the sawmills. Inwood thrived as a farming centre and in 1920 was incorporated as a police village. The elevators became increasingly important and were greatly enlarged in 1957. Trucking gradually took over the shipping done by railroad and in 1960 rail service, which by that time was given to the New York Central, ceased. The mail cars had been taken off in 1926 and the passenger coaches in 1932.

Lumbering at the north end of the Brooke swamp centred around Sutorville, named after William Sutor, who built a stave mill there in 1891. Sutor's was the second mill, Absalom Saunders having started a sawmill in 1877. Both mills had a ready means of transportation for their lumber when the Grand Trunk Railway opened a station at Sutorville Siding in 1892. The next year, Henry Lawrence bought Sutor out, and several trains a day went out to the siding carrying the oak, elm, and ash processed in the Lawrence and Saunders mills.

Sutorville was at its height in 1894. Seventy-five families lived there, a school had been built in 1882, two blacksmiths practised their trade, James Davis ran a store. By 1902 the forest was almost all gone and in 1912 the drained and cleared land was put into sugar beets. The handling of the beets kept the station open until 1933. To-day even the railway tracks are gone, and all that remains of Sutorville is the Anglican Church built in 1906.

Once the great swamp was gone, Brooke had a total of 74,493 acres of arable land of which 75% is under cultivation. In 1951 it had the highest assessed value of any township in the county. Most of it is used

for grain, corn, soya beans, and for the raising of cattle and poultry, particularly turkeys.

Brooke had an early start in catering to the sweet toothed. In 1864 it produced 18,436 pounds of maple sugar, a production exceeded only by that of Warwick in all Lambton. In 1933, 80,000 pounds of honey were produced, and the township still leads the county in honey production.

Brooke elected its first municipal officers in 1842, and in 1850 the first council elected after the Municipal Institutions Act of 1849, took office. The reeve was John McKeune and the councillors were William Watson, John Lucas, John Kelly, and Thomas Edgar.

Roads and drains were the chief concern of council for years. A map of 1847 shows that there were about three miles of road in all Brooke township. It ran from the fourth line of Euphemia to the second line of Brooke and on into Enniskillen. In 1884 roads were a vexatious problem judging from this piece written in the Brooke news of the *Sarnia Observer*: "Several farmers in this vicinity have their fences built upon the road allowance. It is about time that the council made them move their fences unto their own land."

Council must have had their hands full with drainage problems for to dig a hole in Brooke is to uncover a tile. A map of 1910 shows no less than eleven major drains on the west side where natural drainage was almost non-existent.

Sir John Colborne named the township for Lord Brooke, son of the Earl of Warwick. In doing this Colborne showed his gratitude to Warwick for having helped him get his commission as an ensign in the British Army in 1794. Colborne's compliment has grown in value over the years. Now the township that bears Lord Brooke's name has become as prosperous an agricultural area as there is in Lambton, well drained and served by a network of roads and two main highways.

Dawn

The pioneers knew Dawn as one hundred square miles of solid bush. To the next generation Dawn was synonymous with clay. Now, all over southwestern Ontario, people who never heard of the bush nor the clay, know Dawn as a storage pool for natural gas.

The dense woods, extremely heavy clay, and lack of natural drainage repelled settlers in any number until steam-powered saw mills were available to cut up the timber. In 1851 Dawn had only 526 people. By 1901 due to natural increase and immigration from Britain the population had increased almost sevenfold to reach 3659, the highest in township history. The opening of Western Canada, where a British subject could have up to 160 acres free, caused an emigration between 1901 and 1911. In the interval between 1911 and 1961, industrial wages lured away farmers so that the population is the smallest now it has been since the 1870's.

Dawn is home to 1897 people, 92% of whom live on farms in contrast to the rest of rural Lambton where only 60% occupy farms. Because there are less people than formerly does not mean that less land is in use. On the contrary, at the time of the largest population, in 1901, almost half of Dawn had not been cleared, whereas now 78% of the 6512 acres are used. A large part is in pasture as that is the most economical way to utilize soil so heavy and hard to drain. The cultivated farms grow wheat, soya beans, and corn, as well as tomatoes for the Dresden canning factory. Modern machinery makes for less work and larger farms but the high cost of this machinery makes it more difficult for farmers to get established. Both factors are significant in depopulating the farms.

As a Centennial project the Junior Farmers' Association of Ontario awarded plaques to farmers whose property had been in the same family for a century. Of the more than 200 plaques given in Lambton, six are in Dawn. One went to Gerald H. Mawlam whose ancestor Henry Mawlam took up 400 acres in July 1827.

Another early settler was Job Hall who came in 1819, and whose son Samuel was born in Dawn in 1820. Hall came the year a provisional treaty was made to buy the territory which includes Dawn from the Indians. Apparently they resented his arrival and forced him to leave until the treaty was confirmed in 1822.

Shubal Park surveyed the township in 1821 giving it a double front system with a road between each concession. He numbered the lots north from the Sydenham river to Enniskillen and the concessions west from Sombra to Euphemia. The southern section, ten lots deep and 14 concessions wide, became the Gore of Camden when Lambton separated from Kent.

As in the townships of Sombra and Euphemia, the surveyor set aside lots for Crown and Clergy Reserves. Ten Crown and 29 clergy reserve lots still remained in 1864 but all were sold in 1866, some for as low as one dollar an acre. Dawn had benefitted from the sale of Crown reserves earlier, as can be seen from this item in the *Sarnia Observer* dated February 14, 1856:

"The government has granted out of the proceeds of the Crown lands 1000 pounds for a road from Zone Mills westward to the centre of the township of Dawn, then north through Enniskillen between lots 15 and 16, to the boundary of Enniskillen and Plympton. The course described is actually a wilderness."

A writer to the *Chatham Argus* travelling north on the completed road from Dawn Mills on April 6, 1861 says:

"In taking a tramp to the township of Enniskillen a few days since, we found the road very rough and hard to travel. The road is turnpiked [free of stumps and graded] all the way from Dawn Mills to Oil Springs, with the exception of three miles of swamp, though at this time it is frozen over; after arriving at the Oil Springs very much fatigued, we rested."

The road referred to is Highway No. 21 commonly known as the Ten-Mile-Bush in early times.

The oldest road in Dawn is the River Road on the west bank of the Sydenham. It is one of the few roads marked on a Lambton County map of 1847.

The heavy clay made road building difficult and expensive, so that as late as 1880 none of the concession roads had been opened for their entire length, and as for the sideroads only parts of 20, 25 and 30 had been opened at all. Roads were so bad in the spring of 1921 that it took teams working in relays to draw a hearse a few miles. Three paved roads, highway 21 and county roads 1 and 2 have taken the terror out of the Dawn clay that packed the buggy wheels so they could not turn and kept automobiles off the road in wet weather.

The opening of the concession lines and the increasing population brought a rash of post offices toward the end of the century. Early Dawn depended on Florence for mail after a post office opened there in 1840. The first one in the township opened at Keith in 1857. Since in one year income amounted to 9 cents and expenditure to 83 cents the office was not open long. The second office opened at Dawn Centre in 1861, and the name was changed to Rutherford. Between 1887 and 1910, nine post offices opened. Serving the north west quarter of the township were the offices at Cuthbert, Bentpath, and Beaver Meadow. In the south west were Dawn Valley and Garville, while the south east had Rutherford and Langbank. In the north east were the offices at Edy's Mills, Oakdale, and Hale. Most closed between 1911 and 1918 with the advent of rural mail delivery. The Edy's Mills office is the only one still open.

Dawn's council meets at Rutherford. The first council elected took office in 1850 with William Boylan reeve. Boylan held this post for ten years.

Rutherford and Edy's Mills along with Oakdale are the social, religious and shopping centres of Dawn, which has no incorporated municipalities and no industries since the foundry at Edy's Mills closed in 1966. Another population cluster is at the compressor station of the Union Gas Company in north west Dawn.

Underground Dawn is a fuel bin for south western Ontario. Gas stored there comes from Alberta, Texas, and local wells. Drillers found gas in Dawn at the time of the Oil Springs gas boom in 1914, and one well sunk then produced over the next 20 years. The best of the wells, however, were brought in in 1931. They along with some older wells that had been deepened were in production until 1942. When they were depleted they made an ideal storage pool.

In summer, compressors force gas underground on lot 25, concession one. It is drawn out again in winter and pumped as far as Goderich on the north, Lake Erie on the south, Windsor on the west, and Oakville on the east.

Dawn has oil wells in addition to gas. The first oil well, the Candy well, was sunk in 1866 and thus antedates the newest wells by 100 years. Beginning in 1897, an oil field south of Oakdale known as the Klondyke began to produce. It, supplemented with some wells in Euphemia, yielded 98,000 barrels over a seven year period. A pipeline carried the oil to Oil Springs. It was taken

up in 1909 when the field no longer justified it, but the wells produced several years longer before they were exhausted.

But neither gas nor oil wells occupied early Dawn. The chief business then was lumbering, not as an end in itself but to clear the land. The deep heavy soil supported an impenetrable forest. The pioneers of the rest of Lambton chopped their way into the bush but pioneering in that fashion and water-powered mills were things of the past when Dawn attacked its bush. Steam saw-mills, at least 15 of them, besides portable ones converted the beech, maple, elm, black walnut and white oak into squared timbers, barrel staves, hoops, shingles, dressed lumber, and cordwood to fire the engines on the Enniskillen oil field.

Settlers who came in by the Sydenham in the earliest period of Dawn history made potash. They sold it at Florence from where it was shipped overseas to be used in making gunpowder and soap. An acre of burned elm trees made about 30 barrels of potash. By the eighties the settlers along the Sydenham piled their logs on the river bank during the winter and floated them down to Wallaceburg in the spring.

In 1884 when trees covered seven-eighths of the township, the Dawn Tramway, a rail line from Dresden, pushed into Dawn to carry out timber. When the available timber was gone in 1898, the company took up its tracks and departed.

The Michigan Central, successor to the Canada Southern, ran a line into North Dawn in 1888. It "pushed into the extreme woodlands" and ran from Oil Springs to Edy's Mills. It gave Dawn 1.4 miles of railroad until 1960 and provided freight and passenger service in addition to carrying out the timber.

As the lumbering industry advanced, the number of schools increased. For the earliest settlers the closest school was one built in the Gore of Camden in 1844. The first school in present Dawn opened in 1858 on lot 22, concession 12, with Edwin Amsden, teacher. By 1880 there were six schools, all south of the 22nd sideroad. By the 1900's, all areas were served with 18 schools.

In 1964 all these rural schools closed when Dawn Central School opened on the corner of highway 21 and county road No. 2. This school opened after 18 years of negotiations, for Dawn had the first central school board in all Lambton. The new school is distinguished in having the most extensive elementary school library in the county.

School buildings preceded church buildings. The Methodists of north Dawn opened the first church in the township in 1879. Until then ministers and local preachers had held services in homes or schools. The census of 1861 shows that the Methodists numbered 267, Presbyterians 186, Anglicans 151, Roman Catholics 61, and Baptists 48.

It was in 1894 while he was pastor of

Enniskillen

Enniskillen lay silent, backward, and isolated until 1858 when the greatest oil fields in Ontario were discovered at Oil Springs. The gum beds had attracted attention earlier but the wooded swamps defied settlement. Though the largest township in Lambton, and in the centre of the county, and traversed by the Sydenham River and its tributaries, Black, Durham, Bear, and Crooked Creeks, it had only 238 people on all its 82,117 acres by 1851.

The Indians sold the two south concessions of the township to the Crown in 1820 and the remainder in 1827. In 1841 and 1842, the Crown bought back 400 acres from David McCall and Louis Rendt in the vicinity of Hillsdale cemetery for the Indians. They used it as a sugar bush for many years but had sold it all by 1918.

Sir John Colborne named Enniskillen to honour a Peninsular War colleague of his who lived in Enniskillen, Ireland. By 1833 Eliakim Malcolm under Lewis Burwell had surveyed the township.

Settlers were not long in coming in for the record of baptisms performed by Rev. John Douse, Missionary to the St. Clair Reserve, shows that Mary Isabel Booth was born in Enniskillen in 1836.

On completion of the survey grants were given by the Crown to those who had served in the war of 1812 or to their widows and to sons and daughters of United Empire Loyalists. Later English soldiers who had helped put down the rebellion of 1837 were also granted land.

Many of the grants do not seem to have been taken up, for *Smith's Gazetteer* (1846) states that while 2450 acres were held only 247 were cultivated. The rest of the land was for sale at \$1.60 an acre. At the time, there were two grist mills in the township. One had been built in 1842 by John Rouse on Black Creek. The other was built the

the Methodist Church at Rutherford that Rev. Leonard Bartlett began his book, *Uncle Joe Little*. In it is much of the history of Lambton between 1833, when Joseph Little came to Warwick, and 1880 when the old itinerant Irish preacher was buried there. The book however does not touch on Dawn as the thick bush and heavy clay soil isolated its few settlers even from Uncle Joe.

same year within the confines of present day Petrolia by Archibald Gardner of Alvinston.

Settlers were scarce enough that it was not until 1851 that the township had municipal officers and these met with the Moore township council for one year and with Brooke council until 1855 when Enniskillen had enough people to justify a separate council. The first reeve was William Oliver and the councillors were: George S. McPherson, William Houston, Daniel Durance, and James Mongtmary. Council met in a school house until 1857 when a township hall was erected on the corner of the eighth line and what is now highway No. 21.

This building served as a church for a Presbyterian congregation organized by Rev. James Chesnut in 1858. He also held services in the Ingram school south of Petrolia. As early as 1853, Uncle Joe Little, the pioneer Methodist lay preacher, held services in the first school house in what was to be Petrolia. The first church building in the township was erected by a Methodist congregation at Oil Springs in 1862. The census of 1861 showed that among the settlers 394 were Methodist, 258 Anglican, 119 Presbyterian, 110 Roman Catholic, and 69 Baptists.

Enniskillen was the only township in Upper Canada to adopt a bill of 1850 stating that all school sections should be under a township board of trustees. The bill was subject to the approval of each school section and was rejected everywhere but in Enniskillen. The township was served by one board until 1885 after which each section elected its own trustees.

According to the report for 1853 of the local school superintendent William Risk, only School Section No. 1 was in operation. The school was of log construction built in 1852. The teacher's salary was 38 pounds, 18 shillings and 14 pence. Risk noted that "the township is very thinly settled. There has

been only one school." The school sections were all re-numbered in 1908, but since section No. 23 had been No. 1 it likely had the first public school. By 1875 there were 15 schools in the township and \$5,038 covered all educational expenses. In 1967 \$5,038 would not pay the salary of two teachers, and the seventeen rural schools, the last in the county, are soon to be replaced by a centralized school system.

Due to the discovery of oil in 1858 and the completion of the Great Western Railroad between London and Sarnia and population of the township climbed from 238 in 1851 to 1069 by 1861 and reached an all time high of 5006 in 1891 without counting Oil Springs and Petrolia. The population decreased to 2511 by 1951 and then increased to 2896 in the next ten years.

Centres that came into being because of the oil were the incorporated municipalities of Oil Springs and Petrolia and the village of Marthaville where oil was discovered in 1872. The post office there which was named Coplestone, replaced the one at Ennis, and was open from 1865 to 1942.

The first post office in the township was opened in 1852 at Ennis, the settlement around the grist mill on Bear Creek. The second opened in 1859 on the farm of Daniel Durance near the corner of the Wyoming-Oil Springs road and became the Petrolia post office in 1861. Wheeler and Wilsoncroft became named centres in 1880 and 1887 respectively because of their post offices. The first closed in 1913 and the second in 1912.

The Canada Southern Railroad brought into existence Oil City, Glen Rae, and Weidman each with a post office and stave mill. The mills have long since gone; the Weidman office closed in 1914 and that of Glen Rae when the railway ceased operations in 1960. Also along the railway were the flag station of Homesdale, Corey, and Petrolia Junction used to load sugar beets and other farm produce.

While the oil industry made Enniskillen prominent and brought wealth to many of its people it had an adverse effect on agriculture. It not only raised the price of land but the speculators who bought it left it unimproved. It was only when taxes to pay for extensive drainage were levied that the land was sold to farmers. As late as 1899 completely uncleared farms were available.

Poor roads due to the nature of the soil were another drawback. The only ones planked were the one between Oil Springs and Wyoming completed in 1862 but let go to pieces by 1865, and the Sarnia and Florence Plank Road between Sarnia and Oil Springs, finished in 1865. When the four bridges on the Enniskillen end of this road

fell down they were not replaced and the road was closed from the tenth to the fourth line.

Today's improved roads were made possible by the digging of ditches and the use of crushed stone and gravel brought in by the Canada Southern Railroad and its successors, the Michigan Central, and the New York Central. Now what stone is needed is hauled by truck and the roads are good enough that most of the cartage in the township is also by truck.

The two railways, the Great Western, whose branch line came into Petrolia in 1866, and the Canada Southern built in 1872 with its spur lines to Petrolia and Oil Springs, gave Enniskillen 25.8 miles of railroad and did much to open up the township. The Canadian National (formerly the Grand Trunk and before that the Great Western) still serves the township and handles farm produce particularly beans and grain out of Petrolia.

Much of Enniskillen was still in bush when the Canada Southern first went through it, and this railway was engaged in hauling out cordwood for some time. As late as 1880, wood was needed for two potash works in the township, and in the last half of the nineteenth century, great quantities of timber were used to fire the steam engines and to make barrels used in the oil trade.

As the oil industry dwindled agriculture became increasingly important although the soil is heavy and hard to drain. In addition there is a lack of underground water and many farmers rely on artificial ponds for a water supply or else buy water in Petrolia.

Two of several outlets that no longer exist for Enniskillen's agricultural produce were a flax mill opened in Petrolia in 1879, and a canning factory that operated in Petrolia from 1905 until the late 1950's.

Products in the last century differed somewhat from to-day's and so did the prices judging from the market list for Petrolia on May 29, 1884, when eggs were 12c a dozen, peas 50c a bushel, hides 5c a pound, flour \$3.00 a barrel, potatoes 70c a bag, sheepskins 25c each, corn 50c a bushel, petroleum 88c a barrel, beef 9c a pound, cheese 14c a pound, and hay \$10 a ton.

To-day's farmers find that the soil yields best when sown in soya beans, hybrid corn, trefoil, and sugar beets. Many acres are used to pasture beef cattle, and the raising of turkeys is also important. Still dotting these farm lands are the three legged derricks, reminders that it was the oil industry that brought Enniskillen into prominence and out of the great wooded swamps which so hindered its early progress.



Even when steel bridges arrived, wood timbers were needed for construction, such as this project in Euphemia

Euphemia

Euphemia, the earliest settled of Lambton's ten townships, was the last to be named. Honourable Malcolm Cameron, while representative for the Western District in the Legislative Assembly, named it after his mother, Euphemia McGregor Cameron, in 1848. The name has been said to honour the wife of Lord Charles Metcalfe, governor-general from 1842-1845, but this is an error; Lord Metcalfe was never married.

Until it was named, Euphemia had been part of Zone township. Zone is in the territory north of the Thames River that the Indians relinquished to the Crown in 1822. Lying on the south-east bank of the river was the Moravian Reserve which led to the whole area being called the Indian Zone. Eventually Zone became the name of the township. The line between the present Zone in Kent County and Euphemia was drawn between the 15th and 16th ranges of lots when Lambton was formed.

Samuel Smith surveyed Euphemia in

1823 numbering the lots from south to north and the concessions from west to east. In 1824 the disposition of the land was given to Colonel Talbot to whom the Crown granted 5000 acres in 1803 because of his military rank. For every settler he established on 100 acres of his own land he received 200 acres more. By 1838 he held 48,520 acres.

Talbot was a capable colonizer. He required an oath of allegiance to Great Britain from prospective landowners and granted no deed until the land had been occupied five years. Thus Euphemia escaped the great evil of early days — non-resident landowners, who bought on speculation. Talbot did however reserve every seventh lot for Clergy Reserves as was done in all Upper Canada until 1826. He also had each resident maintain a road in front of his property so that Euphemia had more and better roads than the rest of Lambton in the pioneer stage.

Fanshers, Walkers, Bracketts, Dobbys,

Moorhouses, and Bobiers were in the vanguard of Euphemia's pioneers. They took up land along the Sydenham, and on Fansher and Hagerty Creeks and gave Euphemia the largest English speaking population in Lambton before the 1830's. In fact there was only a sprinkling of English speaking settlers along the St. Clair in Sombra and Moore and Asa Townsend, who had Bosanquet to himself when Euphemia's pioneers were getting settled.

Euphemia's streams made it easy of access and provided water-power for saw and grist mills. The first mill was built at Florence in 1827. Smith, the surveyor, built another in 1835 on the Sydenham River in the fourth concession. A third early mill was that of Richard Dobbryn at Shetland. Later ones were Victoria Mills on lot 25 in the first concession and Euphemia Mills on lot 24 in the second concession. Samuel Street built a steam mill at Florence in 1857, and on January 8, 1858, a \$10,000 fire destroyed the mill and a woollen factory.

In 1851, twenty-six years after the first settlers came in, the population reached 1457. By 1881 it had almost doubled to reach a peak of 2791. An exodus occurred between 1901 and 1911 with the opening of Western Canada. Over the last few years the population has further decreased because with modern machinery fewer men are required to work the farms. Now with 1296 people, Euphemia has the smallest population it has had since the 1840's.

The first school was built in 1834 with William Walker the first teacher. Another early teacher was Richard Dobbryn. In 1843 the clerk of the Western District wrote to Dobbryn telling him that he could not be a school commissioner and a teacher too. The clerk requested Dobbryn to let him know which of the two offices he intended to relinquish. Dobbryn dropped the commissioner's position. Euphemia had ten schools by 1880. Only five of them were in use when the Euphemia Township Central School opened in 1965. There was also a Continuation School at Florence open from 1896 to 1952.

While the Wesleyan Methodists built the first church in the township in 1835, the majority of the township people were Anglicans. The census of 1861 shows that of the 2109, 723 were Anglicans, 570 Methodist, 254 Baptist, 235 Presbyterian, and 146 Roman Catholic.

As to extraction, most were Irish. By the time of the 1861 census, 1168 were Canadian born. Of the remainder, 240 were

born in Ireland, 160 in England, 134 in Scotland, and 90 in the United States.

Euphemia early had a measure of self government, and the first council elected after the Municipal Institutions Act took office in 1850. The reeve was Richard Dobbryn, clerk William Clements, and assessor William Armstrong.

The clerk was also the poundkeeper, for the **Sarnia Observer** carried a pound notice, so common in the last century, signed by him. He wrote:

"A Bay Yearling Filly having a star on face, and hind feet white, a Black Yearling Filly, and Sorrel Yearling Colt, were impounded on the 15th of October. The owner is requested to prove property, pay charges, and take them away, otherwise they will be sold at my pound on Saturday 23rd December next, at Two O'clock P.M. Euphemia, Nov. 21, 1865."

Council saw to it that relief was necessary before it was granted. While Dobbryn was still reeve, a by-law was passed providing that before an indigent received help, his petition must be signed by twelve neighbouring taxpayers saying that it was absolutely indispensable.

In 1869 the council helped decide on a location for a bridge across the Sydenham. A report to the **Sarnia Observer** read:

"The harmony of Florence has for the past 2 or 3 years been somewhat disturbed concerning the site for the bridge across the Sydenham, each end of the town claiming the preference as to its location, it was decided at last by county and township councils to place it at the lower end of the town, and accordingly a fine bridge was there erected. The inhabitants of upper town indignant at the injustice done them, at once built a bridge by private subscription, and consequently we have two new bridges."

Euphemia has no incorporated municipalities other than Florence, which became a police village in 1857, but the villages of Shetland and Cairo each had post offices and were commercial and social centres at one time. Six other centres were significant because of their post offices. They are, Aberfeldy named for a place in Scotland, Aughrim and Mosside named for places in Ireland, Atkin and McCready named for Euphemia residents, and Shetland formerly Dobbryn's Mills named by the post office department after the Shetland Islands. The post offices at Aberfeldy and Florence are still open.



Florence stage coach



Barn raising bee in Euphemia Township

It is at Shetland that Euphemia holds its own annual Civic Holiday celebrations on the second Wednesday in August. A picnic has marked the occasion for the past 63 years.

Florence is the oldest village in Euphemia and one of the oldest settlements in Lambton. Over the past 140 years, it has had three names. After Looman Long and William Hutchison built a mill there at the junction of Fancher Creek and the Sydenham River in 1827, it was called Zone Mills. It was re-named Victoria to honour the Queen in 1837 and in 1856, on the request of the post office department, it was named Florence.

With only a scattered population to serve, Florence grew slowly. It was laid out in 1836, and its post office opened in 1840 with George Kerby the first postmaster. By 1846 it contained 100 people, a sawmill, a gristmill, one store, one blacksmith shop, and one wagon works.

By 1860 there were about 500 people in the village and they formed four church congregations. The Anglican Church had opened in 1843, the Episcopal Methodist in 1856, a Presbyterian in 1859, and the Wesleyan Methodist met in the schoolhouse. By 1880 a Free Methodist Church and a Baptist Church had been added. In 1884 the *Sarnia Observer* noted that the "Baptists of Florence were in a prosperous condition" and that "Mr. Hough baptised no less than ten persons in the river."

By 1924 the Baptist building was the town hall. The Presbyterian closed in 1917. Only St. Matthew's Anglican is still open and the United Church which formed from the Methodist in 1925.

H. J. Jerome published Euphemia's only newspaper the *Florence Quill* in the village from 1896 to 1912.

Florence continued to be a milling centre until the chopping mill closed in 1924 and had a population of about 500 in 1927. In the period between 1915 and 1938, it suffered from a series of costly fires. Most of the business establishments burned have not been replaced and the village now has only about 250 people. It is still the site of the Euphemia-Dawn Fair, which has been held there since 1863, and has a community centre built in 1958. Florence's early growth was hampered by the lack of a railroad, and now that transportation depends so much on cars and trucks, Florence is bypassed for larger shopping places.

The C. P. R. and the C. N. R. both run across the south-east corner of the township giving it five miles of railroad. The C. P. R. came in 1889 and the C. N. R. in 1854 when the Great Western operated the line. The closest stations though are Newbury and Bothwell in Kent. To take advantage of the Newbury station the road from Cairo was planked in the 1870's. While both railways helped the township they were not the asset they would have been had they run through more territory, or gone through Florence.

Smallest of the townships, Euphemia is composed of 39,600 acres. In the days of the pioneers, it was covered with maple, oak, elm, beech, and black walnut and other hardwoods. Even yet it has more woodlots than many of the other townships. In the 1850's over half the land was cleared and used to raise grain and root crops. By the eighties, dairying was sufficient to keep three cheese factories in operation. Within recent years, much of the sandy soil covering most of the south east is sown in tobacco, and it with corn, soya beans, oats, and wheat constitute the chief crops. Poultry raising is a big industry and Florence has a poultry processing plant. The raising of hogs and cattle is also important.

Of all the townships, perhaps Euphemia has changed least since the days of the pioneers. Their descendants make up a large part of the population. Twenty-three of the farms have been in the same family for at least 100 years. The chief industry is still agriculture. Although the township does not lack modern improvements they have not been made at any sacrifice of the natural beauty of the countryside. The wooded banks of the Sydenham, which trickles over the old mill sites, continue to make as pretty scenery as there is in Lambton.



Two-storey Mooretown School was larger than most rural schools of its time

Moore

It was the scenic beauty and accessibility of Moore on the St. Clair River that brought it to the attention of Viscount Beresford in 1823. The British government at that time decided that Upper and Lower Canada should unite and have a common capital. Beresford, in the western hemisphere on government business, was asked to choose and survey a site for the proposed capital. Beresford chose a place in Moore, but even as he did so, the union plans fell through and no capital was required. After that Moore received no official recognition until 1825 when the Crown arranged to buy the territory it is in from the Indians.

Mahlon Burwell, a surveyor, interviewed all the inhabitants of the township in 1826 to help them establish their claims to the land they held under private agreement with the Indians. Burwell found that Moore had attracted 15 French speaking families and five English speaking ones, all on the water front. One Englishman, John Courtney,

gave his oath to Burwell that he had occupied what is now lot No. 39 on the St. Clair River since 1804. This makes Courtney the earliest English speaking settler on record not only in Moore but in all Lambton.

The Indians officially relinquished their rights to Moore in 1827 but reserved a tract one mile in extent along the St. Clair by four miles inland along the Sombra border. This was known as the Lower Reservation and was sold to the Crown in 1843.

In 1829 Sir John Colborne named Moore township in memory of his commander, Sir John Moore, who was killed in Spain in 1809 at the Battle of Corunna. Moore had formerly been part of St. Clair township which included Sombra, Walpole Island, and the Gore of Chatham.

Roswell Mount completed his survey of the township in 1829. In order that a large number might have the privilege of living

along the St. Clair, Mount provided for 72 lots along the twelve mile border in contrast to the 11 lots in about the same space in Sombra township.

The Crown awarded a number of the river lots to army and navy veterans in return for their services in the Napoleonic Wars. These veterans were men past middle age with pensions to support them. The younger and less monied settlers took up land along the concession lines. They often bought their farms with wages earned in the shipyards of Newport and Palmer as Marine City and St. Clair, Michigan were called.

Froomefield and Sutherland were the two main villages until the 1850's. Froomefield south of the Moore-Sarnia townline was founded in 1835. It centred around a grist mill built in 1823 on the Riviere Aux Cerfs as Talfourd Creek was called. A wind-powered grist mill replaced it. In later years the sale of cordwood, a steam sawmill and a brickyard were the main enterprises.

Sutherland was established between Courtright and Mooretown by Thomas Sutherland of Edinburgh in 1833. The first church in the township was organized there in 1835 by local Anglicans. Due to the rebellion of 1837 no church building was erected until 1842. Sutherland Church although built of brick was like the log cabins and many early buildings built on a post foundation, which rotted away and left the church unfit for use in twenty years time.

The first school in the township was opened at Sutherland in 1835 with James Pullman the first teacher. By 1847 there were four public schools and eventually a maximum of 18. Now there are six and all under one board. Three of them are in Corunna and one each in Courtright, Brigden, and Mooretown.

Though Moore settlers established a measure of self-government in 1840, the first township council was not elected until 1850 after the Municipal Act came into effect. The first officers were: reeve, Thomas Fisher, councillors, James Baby, William Featherstone, John Galloway, and Froome Talfourd.

The St. Clair River made Moore easy of access, and in 1836 with 573 people it had the largest population of any township in Lambton. During the rebellion years few settlers came and in 1846 the population was only 780. Over the next 20 years it increased fourfold, and by 1871 there were 3,999 people. After the coming of the Canada

Southern Railway in 1872, the population increased and in 1881 had reached 5146. This was the largest census figure Moore had until the 1961 census figure when it had increased to 5722. Over the intervening years, many went to the United States and Western Canada. Such numbers went west from around Brigden that they formed a settlement in Alberta named New Brigden.

In 1864, 1745 people in Moore were Canadian born, 358 were natives of Scotland, 346 of Ireland, and 290 were from England and Wales. In church affiliation 849 were Presbyterian, 824 Anglican, 552 Roman Catholic, 457 Methodist, 67 Baptist, and 48 Congregationalists. The majority of the latter lived around Mooretown where Rev. Archibald Geikie built a Congregational Church in 1847.

Geikie's son, John C. Geikie, wrote a novel, *Life In The Woods*, based on his life at Mooretown from 1843 to 1849. In it, he tells of passenger pigeons so numerous some could be killed by tossing a stick in their midst, of bush so thick the cows were sometimes lost for days, and of ague so severe that the settlers had it for months on end suffering alternately from burning fever and agonizing cold.

Geikie's fellow pioneers converted their trees to cordwood and staves as fast as they chopped them down and sold them on the river front at the end of the concession lines. One riverfront wood merchant was James Baby who in 1852 set up a sawmill and grist mill at the end of the sixth line and brought the village of Mooretown into prominence. In 1864, Mooretown with 600 people and 80 businesses was the largest place in Moore.

A Presbyterian congregation moved into the Congregational Church in 1856, the Methodists had a church there from 1860 to 1873 and an Anglican congregation from Sutherland built a church in Mooretown in 1863.

The decline of Mooretown set in in the 1870's when the cordwood business was over, and the new villages of Brigden and Courtright captured the local markets.

Mooretown was the headquarters for two companies of infantry who also did mounted duty when required and thereby became known by the paradoxical name of the Mooretown Mounted Infantry. These companies patrolled the river front at the time of the Fenian raids in 1866 and 1870. Queen Victoria awarded a medal to all who served during the raids and granted some of them land in Northern Ontario. The com-



Smithy at Smithville, Plank Road, Moore Township

panies were later attached to the First Hus-sars, a cavalry regiment.

In 1837 one of the four original post offices in Lambton opened at Mooretown. Others which like Mooretown are still open were established at Corunna in 1852, at Courtright in 1874, and at Brigden in 1874. Others that closed a few years after opening or that closed with the coming of rural delivery, which was general by 1914, were along the concessions lines, often in private homes where mail was received two or three times a week. On the twelfth line were Logierait and Osborne, on the tenth, Sykeston, on the eighth, Colinvile, Payne and Ossian, on the sixth Seckerton, and Birkhall, on the fourth Kimball, and on the second, Cromar, Lady-smith, and Waubano.

After the Canada Southern Railway made east Moore accessible, Nathaniel Bos-well bought lot No. 7, concession five and sub-divided it into lots. Here Brigden, nam-ed for a C.S.R. construction engineer, grew from its founding in 1873 to a village of 200 by 1877.

Industrial life centred around saw and grist mills and a tile and brick yard. The oak timber that covered the surrounding area went by the C.S.R. to Courtright on its way to American and Canadian shipyards. Now still serving an agricultural area Brigden has grown to 600 people. It is widely known for its fair which started in 1850 and has been held annually in the village since 1889.

The Canada Methodists opened Brigden's first church in 1878. A Baptist Church open-ed in 1880 and a Presbyterian in 1881. The village still has three churches, Baptist, Presbyterian and the United Church of Can-ada. The United was formed by the Metho-dist and part of the Presbyterian congrega-tion in 1925.

Between 1883 and 1921, Brigden had three newspapers. The **Brigden Beetle** pub-lished first in 1883 ran less than five years, the **Public Opinion** from 1890 to 1905, and the **Progress** from 1904 to 1921.

Brigden had its roots in a settlement that was formed by Highland Scots who gained access to east Moore by means of Bear Creek in the early 1830's.



East end mill in Brigden

An account survives of how the men of that settlement walked to Sandwich now part of Windsor to vote, as did other Moore settlers until Lambton became an independent county. They showed deeds to their property and their tax receipts as proof of their voting rights.

The Bear Creek settlement produced a novelist J. B. Duncan, who wrote **Heather Heritage** published in 1943. The book is based on his early life at Bear Creek and is strongest in historic interest where it tells of an oil gusher and of logging on the creek.

The locality in Moore that most appealed to Viscount Beresford was on the east bank of the St. Clair opposite Stag Island. He surveyed a townsite here in the midst of bush for the capital of Upper and Lower Canada, roughly what are now Ontario and Quebec, and named it Corunna after the famous battle in which he had fought. Thirteen years later, in 1836, Corunna was surveyed into lots. It was 1837 before a lot sold, John Farquharson having bought one that year.

Four of the five village churches date from the middle of the last century. The Wesleyan Methodist, now United, opened in 1855, the Presbyterian in 1855, the Anglican in 1861, and the Roman Catholic in 1862. The fifth, a Baptist, opened in 1959. During the twenties the Plymouth Brethren also held services in Corunna.

Corunna grew slowly. A directory of 1927 lists Brigden as having 825 people, Courtright 500, and Corunna only 200. Except for the influx of resorters in the summer Corunna remained small until the 1940's when the industrial activity south of Sarnia swelled the population so that now it is close to 2000.

Adding to the beauty that Beresford saw in Moore was Stag Island lying opposite Corunna in the River St. Clair. It was named Isle Aux Cerfs during the French tenure and was sold by the Indians in 1857 to David MacCall. He had been the only person living on the island from 1842. In 1862 the **Sarnia Observer** printed the first indication of the resort business which reached its

zenith in the nineties. The notice read: "July 11, D. C. Bryant has opened his house to the accommodation of visitors." The depression of the 1930's ended the resort business and to-day the island while Canadian is occupied almost entirely by resorters from the United States.

Much of the Moore shoreline was also summer resort area until recent years when permanent homes have been built there. Inland most of the 72,400 acre township is in farmland with corn, wheat, beans, livestock, and poultry the principal products.

Under 6500 acres of these farmlands are gas storage wells. The natural gas stored in them comes from Dawn and local wells. The Payne well drilled in 1944 proved to be one of the largest in Ontario. Other wells were brought in at Kimball in 1953 and at Seckerton in 1952.

One hundred years ago the centre of Moore was one big swamp and the lack of drainage and good roads serious drawbacks. The township went \$20,000 in debt in the seventies to put in drains. In the eighties

the river road received its first gravel, and up to 1934, when it was paved, it was impassable for at least a week every spring when the frost came out of the ground. And it was one of the better roads. Now the township is a network of tile drains and ditches and the 10th line and fourth line (Highway No. 80) as well as the Kimball sideroad and the Plank road are paved.

Since the coming of the white man, Moore has run the gamut of industries. The earliest settlers hunted and fished and carried on fur trading. The Anglo-Saxon pioneers engaged in lumbering until they had land cleared for agriculture. Salt wells at Mooretown and Courtright, oil wells in the eastern section of the township, and the recent gas wells constitute mining. Shipping has always been important, and since 1950 the St. Clair River area has seen the rise of five large industries.

Although the capital Beresford envisaged in Moore never materialized, Beresford's contention that the site he had chosen was in a beautiful, accessible, and valuable locality still holds true.



Froomefield residents walking to Corunna for the mail

Plympton

Plympton township had a road and a town planned for it before its settlers arrived. The town of Errol was to be a lake port and municipal centre, and the Egremont Road part of a highway that would extend from Lake Huron to Toronto. Sir John Colborne made the plans, and Lord Egremont financed some English colonists to come out in 1833 to take up land and help build the road which was named for him.

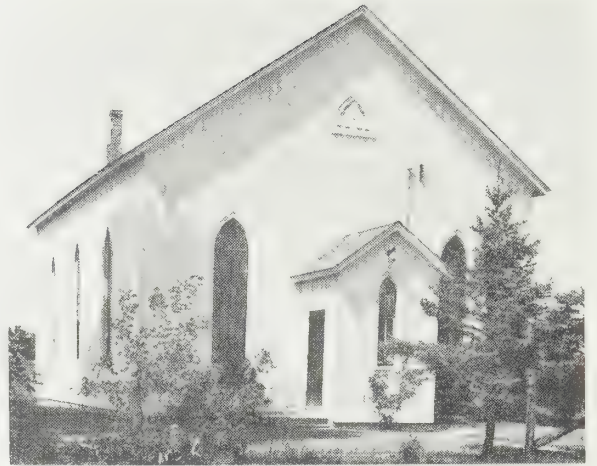
The township, made up of 75,907 acres, lies within the tract of land bought from the Indians in 1827. It was named Plympton by Sir John Colborne after a town a few miles from Lady Colborne's early home in Devon, England.

Part of the township was surveyed in 1829 by Charles Rankin and the rest by Peter Carrol in 1832. The concessions number from Enniskillen north to the lake and the lots from Sarnia township east to Warwick. Along the lake front is a concession laid out in French Canadian style into 51 lots.

The townsite of Errol on the lake end of the Egremont Road was surveyed in 1833. The streets were named after Colborne, his two sons Francis and James, his predecessor Sir Peregrine Maitland, and other notables. At the centre was King's Square in deference to King William IV. A log school, and church, the first in Plympton were built in 1836. Alfred Toulmin became the first postmaster when the post office opened in 1837. By 1845 the place had the first and only water-powered sawmill in the township.

Plympton's first grist mill was at Hillsborough. W. H. Smith in his gazetteer of 1846 says, "A water grist mill has recently been erected at the north-eastern extremity of the township, on the lake shore." The earliest settlers took their grain by boat to a windmill at Froomefield opened in 1835; farmers in south Plympton took theirs to a mill in Enniskillen built by Archibald Gardner in 1842. After 1845, a steam grist mill at Sarnia, built by James Flintoft and later the property of Malcolm Cameron, drew Plympton trade.

The enterprise of the above Malcolm Cameron as well as the fact that Errol had no natural harbour caused Errol to fail to live up to its planner's expectations. In the middle 1830's, Cameron encouraged Scottish settlers who were finding Lanark coun-



North Plympton United Church 1869-1965

ty unsuitable for farming to come to Plympton. He then petitioned for a road to serve them and Port Sarnia. It was to run from the latter place to Warwick village where it would join and follow the Egremont Road to London.

It was opposition to this road, which would take Errol off the main thoroughfare between Sarnia and London, that brought the *Samuel* into circulation in 1842. The *Samuel* was a political tract put out by Geo. McKee. He quoted a prominent Plympton settler, Lieutenant Crookes, in calling the building of the road "The Infernal Job." McKee proposed that the money be used instead to repair the Egremont Road and to build a harbour at Errol. He says lack of these works is making Errol a ghost town.

Ghost town Errol became, but what a tenacious ghost. The church went first when a Presbyterian Church was built at the present Camlachie in 1846. The sawmill followed. Then in the 1850's, the ghost took a lease on life with a population of 100 and six businesses. After the Grand Trunk bypassed it in 1859, it gradually expired. The post office hung on until 1884, and the streets were not closed until 1940.

The cemetery is still there. Among the gravestones is that of Captain George Hyde, an early settler, who was in the Royal Navy in the Napoleonic Wars and received lot No. 19 in the front concession for his services. He was a district councillor and one of the prime movers in getting Lambton established as a separate county.

Lord Egremont's settlers were augmented by Scots who brought the population of the township to 203 in 1834 and 310 by 1836. Growth was slow from then until the London Road was finished in 1845. After

that enough settlers came in to bring the total to 1511 by 1851. During the following decade, two railways, the Grand Trunk and the Great Western, went through and caused the population of Plympton to more than double. Maximum size was reached in 1871 when the township had 5259 people. Every census report after that showed a diminution until 1941 when the population was back to where it was in the 1850's with 2602 people. In the 1950's, Dutch settlers and suburban Sarnians brought the population up to 3259 by the 1961 census.

The Scottish settlers applied names familiar to them in Scotland to four places in Plympton. These places and their post offices are Aberarder, Errol, Camlachie, and Oban. English place names adopted in the township are Uttoxeter, Wanstead, and Matlock. Ogemah meaning chief, Mandaumin, meaning corn, and Wyoming meaning great plains are the Indian names used. Hillsborough was named for its first postmaster, Thomas Hill. Kertch, formerly East Plympton, was re-named during the Crimean War for a fortified town in Russia. The post offices in these places are closed except for the ones in Camlachie, Wanstead, Wyoming, and Forest, which is partly in Plympton.

The majority of Plympton pioneers were Scottish Presbyterians. The Irish were the next largest racial group and then the English. The Presbyterians were followed by the Methodists in numbers. Other denominations in order of number of followers were Anglican, Roman Catholic, Baptist, Congregationalist, Lutheran, and Quaker.

It was many years before pastors were stationed among them, but travelling missionaries visited them before churches were established. Rev. John Douse, Methodist missionary to the St. Clair Indians, visited Plympton and on September 2, 1839 baptised Isabella Symington, the daughter of John and Elizabeth Symington. She was born on the 13th of July 1834, and her birth and baptism are the first recorded in the township. The five year interval between the birth and baptism point to a scarcity of visiting clergymen.

In May 1844, Rev. William Scott also from the St. Clair Mission, went to Plympton where he engaged in a scripture quoting battle with the Mormon missionary, John Borrowman, who made converts in both Warwick and Brooke townships. The debate took place in James Chalmers' barn on the second line, and the Mormon received two into his fold.



Oban United Church

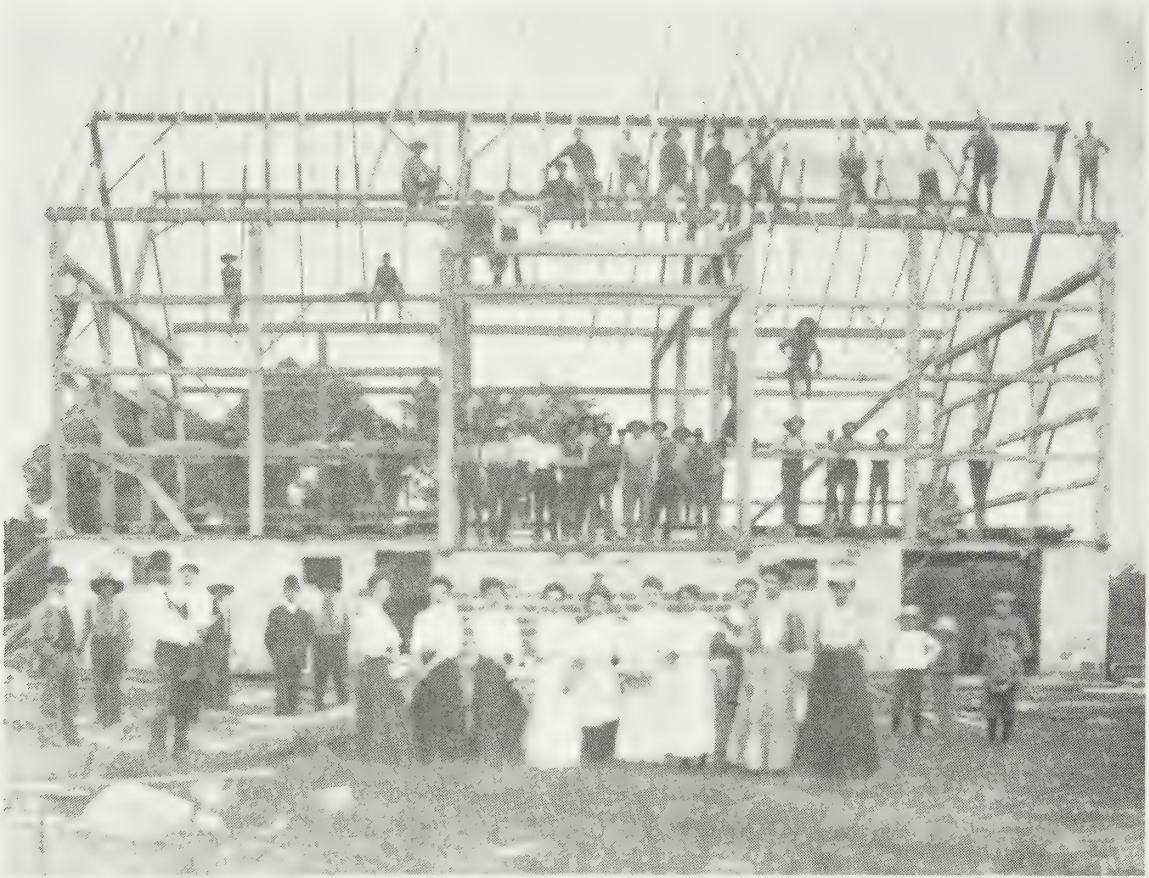
Plympton has never been without schools and teachers since settlement began. Several teachers kept private schools, but the one at Errol with James Dunlop the teacher was publicly supported. By 1847, there were six "common" schools.

Specifications for the Fisher School, so called because it was on the farm of John Fisher, Plympton's first reeve, still exist. They required that "The logs should be cut 31 feet for length, and 25 feet for the breadth, the sleepers to be oak, the beams leafswood, the rafters black ash, foundation logs oak or black ash . . ."

Fittings required in another school of the same period in south Plympton were: "Four desks with seats capable of seating four pupils each, and seats around the wall. A stout chair for the teacher . . . a good and sufficient 30 inch cast iron box stove . . . the parents and guardians to provide the fuel requisite . . . all to be ready for use the first day of July 1856."

All 21 of the former schools are replaced now with three area schools. The Errol school built in 1960 is south and east of the ghost village. Of the other two schools, which opened in 1963, one is at Aberarder and the other on the second line east of Wyoming. In addition there is a school for retarded children in south Plympton, on highway No. 21.

Trees around the old schools in Plympton are the outcome of Arbour Day activities. Arbour Day, the first Friday in May, was set aside by the department of education in 1885 for the teachers and pupils of rural schools to plant shade trees. Considering that Lambton was a forest when the



Barn raising bee

white men came the need for shade trees by 1885 is only explainable when the nature of the first forest is understood. The virgin trees stood so close together that they had few lateral branches and the foliage was all at the top. Their roots intertwined to form a shallow anchorage, and if one tree were left standing alone, the first strong wind took it over. Accordingly once the forest was cut, the countryside looked like a prairie.

The virgin forest was the chief asset of the early settlers; hardwoods covered the well drained parts; pine grew on the gravel ridge; and elm grew wherever the natural drainage was poor. Elm was the best wood for making potash and much of it was burned for this purpose as well as to clear the land. Potash at forty to fifty dollars a barrel was the first cash product. The pine trees were used for shingle making; the hard maples yielded 17,586 pounds of maple sugar in 1861; and oak timbers were sold to shipyards. In the *Sarnia Observer* of October 7, 1859, is a notice of shipment reading: "The barque, George Thurston came down from the lake shore at Plympton with a load of oak timbers for Quebec."

Lake Huron was often the best highway, although a north wind could make going down one thing and getting back another. The Egremont and London roads fell into disrepair as soon as they were built. They were maintained by landowners living along them, and the large number of grants, given to the children of United Empire Loyalists that were never taken up, made for unoccupied land and a consequent lack of men and taxes for the maintenance of roads. The lake road suffered in addition from the depredations of the waves. The spring floods raised havoc with the bridges, and in 1843, the bridge over the Perche at the Sarnia townline was carried away and not replaced until 1847.

One advantage that Plympton had in maintaining roads that most of the other townships did not enjoy was a ready gravel supply. The ridge that runs on the diagonal across the township from the northeast to the south-west near Wyoming is composed of gravel and light soil. Today this ridge is planted with peach and cherry orchards and some of the produce is sold at roadside stands around Reece's Corners.

Reece's Corners was a stage stop serving the travelling public over a century ago. Modern accommodation has replaced Ree's tavern, and gas stations are the present counterparts of the stables and fresh horses. Kertch and Oban were also stage stops but lost all their trade when trains began to run between London and Sarnia.

Transportation and the general welfare of the township were helped by the opening of the Great Western railway line in 1858. Because of it Wanstead, Wyoming, and Mandaumin came into being. Wyoming is still a railroad centre, but trains have not stopped at the other two places since 1960. Wanstead, however, is more important than it ever was because of the Farmer's Co-Operative and feed processing plant there.

The Grand Trunk, which began to operate through the northern part of the township in 1859, made for the rise of Forest, Aberarder, and Camlachie. Until 1956, the area had freight and passenger service. Now there are only freight trains on the line, and they stop only at Forest.

Camlachie dates from the coming of the railroad when it became a shipping centre for cordwood and timber. It still has three churches, Anglican, United, and Presbyterian. Until ten years ago, it had a blacksmith shop, and it still has a grist mill.

A gas well was inadvertently discovered at Camlachie in 1858. The **Sarnia Observer**

Sarnia

Sarnia Township at the north-west corner of Lambton County is 45,945 acres of valuable real estate. It was only in 1827 that the Indians sold it to the Crown. Now after 140 years it contains farms, an Indian reservation, several hamlets, an incorporated village, and a city.

The Indians kept 10,280 acres of the township for a reservation. Ten thousand acres were set aside for Henry Jones to start an experiment in communal living. The government appropriated 680 acres at Point Edward for a military zone. Lake Wawanosh, a body of water in the Blackwell area, accounted for another 1800 acres. Numbers of acres were given to children of United Empire Loyalists, and mostly sold by them to speculators. The section south of the Lon-

recorded the event thus:

"September 16, in the Trusler settlement near Errol, they are sinking a well to get water for a depot supply on the Grand Trunk Line. A man named Bridges formed a loop on the end of a windlass rope, got his foot into it, and holding on to the rope with one hand, and having a lantern in the other was lowered to see how far the water had risen in the well. When down, the gases became ignited by the candle and a report heard two miles off, took place. The poor man kept his hold and was drawn up but died later."

Other gas wells were found in attempts to get water but none were of commercial importance.

Time has shown that the original planners of Plympton were right in thinking that it would support a large farm population, but they could not have known that soya beans, corn and cattle raising would surpass wheat growing. Nor did they ever think that the Egremont Road would be less important than the Lake road, the London road, and highway No. 21. Their Egremont road, though, made the headlines in a way the others never did. It was on the Egremont road, in 1935, that a London brewer, John Labatt, became Lambton's first and only kidnap victim. Although their town of Errol became a ghost, the rise of summer resorts and camps along the lake show that its planners were justified in thinking the Huron shore of Plympton a desirable residential area.

don Road and east of the reservation became a veritable colony of eastern Ontario when settlers moved from Lanark to Sarnia township in the 1830's and '40's.

Rosewell Mount surveyed part of the township in 1829, and Peter Carrol completed the survey in 1835.

That same year, Sir John Colborne named it Sarnia, that being the Roman name for the Isle of Guernsey where he had been Lieutenant-Governor prior to his appointment to Upper Canada.

It was through Sir John that an Englishman, Henry Jones, obtained a promise of 10,000 acres of Crown land. Jones' brother was married to Anne Yonge, Lady Col-

PROHIBITION PLEBISCITE ACT, 1893.

TOWNSHIP OF SARNIA.

Polling under the above Act will
take place on

Monday, the 1st of January, 1894

From Nine a. m. until Five p. m., at the following places :

Division No. 1—At the School House, Section No. 2, and shall comprise the 1st, 2nd, 3rd and 4th Concessions, Lots 1 to 9, inclusive.

Division No. 2—At the School House, Section No. 4, and shall comprise the 1st, 2nd, 3rd, 4th and 5th Concessions, Lots 10 to 17, inclusive ; Blocks A, B and C, Indian Reserve, and that portion of the New Survey east side of East Street.

Division No. 3—At the School House, Section No. 10, and shall comprise the 5th, 6th, 7th and 8th Concessions and Gore Lots 1 to 9, inclusive.

Division No. 4—At the School House, Section No. 4, and shall comprise 6th and 7th Concessions, Lots 10 to 22, inclusive ; 8th Concession, Lots 10 to 18, inclusive ; Gore Lot 10, 9th Concession, Lots 37 to 69, inclusive, and Ordnance Lands, Point Edward.

Division No. 5—At the School House, Section No. 3, and shall comprise the 9th Concession, Lots 1 to 36, inclusive.

ON WEDNESDAY, JANUARY 3rd, 1894

at 11 o'clock a. m., in his office, the Township Clerk will sum up the number of votes given upon the said question in the affirmative and negative, respectively.

J. D. LOWRIE,
TOWNSHIP CLERK

borne's sister. Jones was an admirer of Robert Owen, philanthropist, who started a movement in New Lanark, Scotland, of a communistic nature. Jones determined to try a similar experiment and brought out a number of persons from Scotland and started a colony on the lake shore which he called Maxwell after Owen's home. With land so cheap nearby, Jones' settlers all abandoned him in less than two years, and in 1834 his main building burned. Jones gave up his claim to 9,000 acres and took out deeds on the 1000 acres he was entitled to for his services as paymaster of the channel fleet during the Napoleonic Wars.

In 1841 Samuel Street, a financier, bought the land Jones was to have had and enough more to make 14,199 acres, for which he paid 4,350 pounds. It included nearly all the property north of the London Road and east of Point Edward. Street and his heirs did not dispose of the last of this land until the beginning of this century.

In the meantime in 1840 Malcolm Cameron made the first bite into the reserve when he bought a strip one mile wide by four long which covered 2450 acres. This area extended from Wellington Street south to La Salle Road and is shown on survey maps as blocks A, B, and C. Cameron sold it to Scottish settlers from Lanark in the 1840's and 50's.

Land was scarce enough by 1859 that it was worth draining Lake Wawanosh to get more. This lake shaped vaguely like a human head covered about 1800 acres to a depth of from six to eight feet. Perch Creek, called Wawanosh Creek since 1963, entered the lake at the nose and left in a north-easterly direction from the base of the skull to make its way to Lake Huron near the Sarnia-Plympton townline. The Cull drain, so named for S. Cull, a civil engineer, was dug by hand and drained Lake Wawanosh and part of Perch Creek into Lake Huron. The drained land when treated with phosphorus was black and fertile — just what was needed for market gardens to supply the city growing up on the north-west side of the township.

The city and the Great Western Railway, when it came through, nibbled at the north end of the reserve to get land, and now the original 10,280 acres has been reduced to 4,136 acres. Then in 1951, in its need for land the city annexed 10,000 acres which included the reserve. Now the city along with Point Edward takes up a third of the township.

Timber, with a river on which to ship it, made Sarnia township land valuable from the first. Quantities of trees were burned for potash. Once there were enough steam boats, cordwood was in great demand to fuel them. By 1846, due to the cordwood trade, wooded land near the river and lake was worth \$10 an acre while similar property inland sold for less than a third of that. Oak timbers went to shipbuilding firms overseas, particularly during the Crimean War. By 1862 most of the township was cleared, and Malcolm Campbell filled the demand for more wood by buying the timber rights on the reserve.

Land became more valuable as the pioneers turned from lumbering to grain growing. Their immediate successors further enhanced the value of the land when they began mixed farming. At present the land is valuable for suburban home sites, and because it supplies the city with dairy products and vegetables. It also grows crops of corn and soya beans. From 1896 to 1952, when nematodes infected the Wawanosh land, sugar beets were even more important than they are now, and tons of them were handled at sidings along the C.N.R. tracks north of the London Road and at Blackwell.

In the eighties, oil found principally in the south-east part of the township made the land more valuable than ever. Between 1880 and 1907, over 150 wells were in operation with the oil taken to Petrolia. For fifty years afterwards, some of these wells produced enough natural gas for the owner's own use, and at night, gas flares were to be seen on a number of farms particularly along the London road.

One direct product of the land was the bricks and tiles produced at yards in the Lake Wawanosh area and on the south-west corner of the reserve. An advertisement in the *Sarnia Observer* for April 29, 1870 reads, "Bricks for sale, lot 24, Lake Shore Road, made from clay out of the Cull drain, selling for \$5.00 per thousand, new yard opened." The bricks, a cream colour, were used in many local buildings including Sarnia's old city hall that was torn down in 1953.

Several fishing bases added to the value of some of the lakeshore property. A number of settlers had licenses to fish over the years, but at present all local rights are licensed to Purdy Fisheries of Point Edward and the B and H Fish Company at the mouth of Perch Creek. The value of the fish and the methods of handling them have changed in the 129 years since the first license was



**This timber monster was photographed while deepening
the Cull Drain in Sarnia Township**

granted. Early fishermen buried sturgeon for fertilizer, while to-day the rare sturgeon caught sells for as high as \$1.60 a pound. The fish used to be salted before shipment, but now refrigerated trucks carry fresh fish to New York daily during the fishing season.

The beauty of the Huron shore attracted tourists in numbers after the First World War. In the twenties, they took cottages for the summer at one of the beaches, Lake Huron, Baxters, Woodrowe, Bright's Grove, or stayed at a beach hotel such as Wees' at the end of the Colborne Road, where a week's lodging at one time cost from \$7 to \$10. Today's tourist is on the move and stays a night or two at the motels that started to go up along the London Road and in Point Edward in the 1950's. Or he may tent for a time at Huronview Park.

In 1961 the township and the city bought this park on lot 21 on the lake shore. It is only a short distance west of where Henry Jones established his community of Maxwell in 1827. It is popular with local people as well as tourists.

Populous as the Lake Huron shore is today, it received scant attention until the 1870's when a cottage or two appeared along the banks. Not until the forties and fifties of this century were many year-around homes built along the lake.

The lake and river were the first highways and let the pioneer farmers send their produce to distant markets. In 1844, they shipped 400 barrels of potash, 10 barrels of beef, 1000 barrels of fish, 12 barrels of maple sugar, 120,000 feet of lumber, 2800 staves, and 300 bushels of wheat.

Another boon to Sarnia township farmers was the steam grist mill built at Sarnia by James Flintoft in 1845. Before it opened farmers ground their grain at Watson's hand mill at Bunyan, or took it to Mirza Proctor's wind-powered mill opened in 1835 at Froomefield six miles down the river, or to Archibald Gardner's water-powered mill at Ennis built in 1842.

Although the St. Clair made a good high-

way it was not the cheapest way to reach Sarnia. In the 1830's the total boat fares one way between Sarnia and Toronto amounted to about \$20. To avoid this expense some settlers walked all the way from Lanark county to arrange to buy land. When they brought their goods and families, they came as far as Hamilton by boat and over land from there with oxen and wagons. Until 1845 they would have to follow the Egremont road to Errol and from there along the lake road to Sarnia.

The road from Sarnia to the Warwick end of the Egremont was built in 1845 through Malcolm Cameron's efforts in parliament. The road was planked for nine miles out of Sarnia and toll charged for its maintenance. An engineer's report for 1854 says, of the planked portion of this road, "The planks in wet weather continually float up . . ." Of the river road (highway No. 40) the same engineer wrote, "The soil of this road is heavy tenacious clay. The location is principally up on the river bank and is subject in many places to be carried away by the abrasion of the river." As for the lake road he said, "the line is through deep sand and very hilly in places."

The Fourth Line now Confederation St., was partly planked, and so of course, was the Plank Road from Sarnia to Oil Springs finished in 1865. There were two toll gates on it in Sarnia Township until February 27, 1926. One was at the corner of the Sarnia-Moore Townline and the other at the intersection of Ontario and Confederation Streets. To get a horse and buggy by a toll-gate—a long wooden pole that swung out from the toll keeper's house—cost nine cents. A team and wagon cost twelve cents and an automobile eighteen cents.

Late in getting rid of its toll gates—the ones just mentioned were the last in the province—Sarnia township was also late in getting post offices. Until an office opened in 1863 at Perche, a station on the Grand Trunk on Perch Creek, the only post office in the township was the one opened at Sarnia in 1837. Later offices opened in places named for widely known people—at Point Edward named for Edward Duke of Kent, Bunyan for the writer John Bunyan, and Blackwell for Thomas Blackwell, one time manager of the Grand Trunk. Offices in places named for local people were at Vyner, Bright's Grove, and Lucasville. The Fourth Line office was named for its location alone.

Sarnia township was also late compared with the other townships in getting any number of schools. As late as 1849 there

were only two in Sarnia whereas Warwick had nine and Plympton five. Of the two, one was in Port Sarnia. It is first mentioned in the school report of the Western District for 1838 when Alexander McNaughton was the teacher. The other school opened at Bunyan before 1846. Attendance at these early schools was down in the spring when children stayed home to drive off flocks of passenger pigeons, and squirrels which would have eaten the grain as fast as it was sown.

Eventually the township had 13 schools. In the depression of the 1930's some had close to 60 pupils under one teacher while other teachers taught less than fifteen. Ten of these schools had closed by 1966 and three, Blackwell, Bright's Grove, and Wawanosh, had become central schools. The two other Central public schools are on Cathcart Boulevard and on Confederation Street. In addition there is a school on Exmouth Street for Dutch children under the auspices of the Christian Reformed Church, and two schools for Roman Catholics, one east of Blackwell and one on Exmouth Street.

The first church congregation aside from that of the Methodist Mission to the Sarnia Indians was the Baptist at Bunyan, whose founding dates back to 1834. By 1861 there were 117 Baptists in the township, but the largest denomination was the Presbyterian made up chiefly by the Scottish settlers from Lanark. The Presbyterians numbered 593, Anglicans 394, Methodists 210, Roman Catholics 170, Congregationalists 28, and Lutherans 20.

The census of 1861 showed that the greater part of the population, or 631 were of Canadian birth. Of the others, 215 came from Ireland, 210 from Scotland, 126 from England, 62 from the United States, and four from continental Europe.

Municipal government started in 1836 with a meeting at Port Sarnia. Township officials at that time included: a clerk, tax collector, an assessor, fence viewers, pathmasters, and poundkeepers. In 1845 Francis La Forge who lived where the Federal Building is now kept a pound. In 1850 the township elected the first reeve and councillors. The reeve was George Stephenson, and the councillors James Porter, James Robertson, Robert Sym, and J. B. Swartz.

Sarnia township has its greatest population at the present time. In the period between 1951 and 1961, when the chemical industry was getting into its stride, the population almost doubled, rising from 4380 to 8040 and this in spite of the loss of the occupants of the 10,000 acres the city annexed in 1951.



Original bridge across the Cull Drain,



Telfer's brickyard

The population nearly doubled once before in the period between 1841 and 1846 when the London Road was being built. In those years the number rose from 434 to 810. The coming of the railroad had an even greater impact. It caused the population to almost triple between the census of 1851 and 1861. The figures show a rise of only 1364 to 1560, but in 1857 the town of Sarnia with 2091 inhabitants had incorporated.

The greatest percentage drop in population took place at the time of the Upper Canada rebellion when the figure of 237 for 1836 fell to 189 in 1838. Between 1881 and 1911, the population dropped from 3583 to 2186 due to migration to the west and to Amer-

ican cities as well as to the move from farm to local industry. The loss was almost recovered by 1931 when Sarnia was the most populous township in Lambton as it still is.

The first white man in Sarnia township was a Frenchman named Cazelet, who came from Detroit after the British surrendered it in 1796. His son Aeneus (Enos Causley) was born in a cabin on the shores of Lake Huron east of Point Edward in 1800. Cazelet made shingles and cedar pickets, which he took by canoe to Detroit to sell, and so gave a gentle start to the activities that have taken place on the most populous and valuable real estate in Lambton.

Sombra

A hickory tree that stood north of Clay Creek on the bank of the St. Clair River defined the north-west corner of Sombra when the Indians sold that township to George III in 1796. From the hickory tree the boundaries ran east along what is now the south of Moore, south along Dawn to the bottom of the Gore of Chatham, west to the Chenal Ecarte and thence to the St. Clair River and back to the hickory tree again.

For this block of land the Chippewa Indians received 800 pounds Sterling which they took in goods. The goods included such varied items as 872 blankets, 23 4 tobacco pipes, and 12 black silk handkerchiefs. Sixteen of the principal Chippewas drew their totems of bushes, birds, fishes and the like, on the contract, and Sombra became the first Crown-owned land in Lambton.

The township was surveyed in 1820 and

named by Sir Peregrine Maitland, the lieutenant-governor of Upper Canada. Maitland, who had acquired a fondness for the Spanish during service in the Peninsular War, called the heavily wooded township Sombra, the Spanish word for shade. When the south boundary of the township was finally fixed in 1859, the lower four concessions became the Gore of Chatham in Kent County, and Sombra was left with eleven concessions made up of 71,455 acres.

After the purchase by the Crown, French settlers from around Detroit, settled along the river front. One of them, Francis Baby, settled on the point of land above Walpole Island that was named Baby Point after him. In 1820 Duncan MacDonald from the United States became the first settler in Lambton Village, later Port Lambton. Farther up the river near Sombra Village other Americans, Samuel Burnham and Abraham



Smith built homes in the early 1800's. Inland, Paul Sturevant, also from the States, located before 1830 on the site of Wilkesport where the first grist mill in the township opened in 1834.

By 1822 the population had grown to where a tax collector and two assessors were needed to cover the united townships of Dover in Kent County and Sombra. The township's first councillor, Duncan MacDonald, was elected in 1842 to the Western District Council. The first reeve of the township, Lionel Johnson, held office in 1850 along with Joseph Taylor, clerk, and Calvin Smith, treasurer.

MacDonald petitioned the above council in May 1842 "for a road from Chatham to Wallaceburg and thence to the River St. Clair and along said River to the Township of Moore." A map of 1847 with a road extending all along the west side of Lambton shows that his petition was granted. Exactly one hundred years and seven months later the road was completely paved. Until 1924 the Sombra portion of it was largely maintained by statute labour (work on the roads in place of taxes).

As well as on the river road and the St. Clair River the pioneers could travel on the Sydenham River, which flows through central and eastern Sombra. The river was named for Lord Sydenham, governor of British North America 1838-41. It is one of the few streams in Lambton that was not named by the French. The *Rivieres St. Claire*, *Aux Sables*, *Aux Perche*, and the *Chenal Ecarte*, unofficially the *Snye*, all owe their names to the French as does *Baby's Creek*; and even *Talfourd's* was first called *River Aux Cerfs*.

The Sydenham bisects the roads of the township, and between 1882 and 1903 five ferries were put in operation across it. After a bridge was built at Beecher in 1930



two ferries ceased to run. Two more stopped after bridges were built in 1950 and 1955. One ferry, a hand-operated scow, still runs to connect the east and west sections of the tenth line.

In clearing the land the first settlers burned their timber and made potash. From 1830 to 1880 the sale of cordwood to wood burning steamers used up the timber along the St. Clair. Sawmills continued to turn out cordwood for train and other steam engines for some time after that. One mill stood on the river on the site of the boundary—marking hickory in 1873. Two more were on the Sydenham below Wilkesport and somewhat later there were two more at Port Lambton. The mills on the Sydenham floated much of their output of elm and basswood to a cooperage in Wallaceburg. In 1911 there were still two sawmills in the township on the east end of the twelfth concession.

Although the cleared land proved heavy and hard to drain except along Clay Creek and the Sydenham River, Sombra's leading industry was agriculture. The discovery of gas and oil in commercial quantities during the last twenty years and the recent coming of two chemical industries to the township have put agriculture out of the lead.

The Huron and Erie railway completed in 1886 gave an impetus to farming. A grain elevator and cattle sheds were built beside the tracks at Sombra Village. As well as hauling freight, especially cordwood, the train gave year around passenger service to Sarnia and replaced the local boats such as the *Holt*, the *Messenger*, and the *Hero*, which had run daily during the summer.

In 1890 Sombra attained its greatest population of around 4000. In 1836 with 614 people living in all fifteen concessions it was the most heavily populated township in Lambton. In 1864 with a population of 1811

it was smaller than all but three other townships but contained more than fifty per cent of all the Americans in the county. The majority of the people were Wesleyan Methodists with the next largest number Roman Catholics. Sombra's first church, that of the Sacre Coeur at Baby's Point, was of that denomination.

Situated on the St. Clair River, Sombra early attracted summer resorters and had hotels for their accommodation. In 1864 a hotel, the Morning Star, stood at Baby Point and five years later B. Cain was the proprietor of the British Hotel there. In Sombra Village, early hotels were the Sombra House, kept by Hugh Moore MacDonald, and the Crown and Anchor, kept by Samuel Whiteley. A more recent hotel unoccupied but still standing is the Grand Union.

Port Lambton shared the resort business too and here is an advertisement placed in the **Sarnia Observer** in May, 1884:

"Lambton Exchange, Port Lambton, Jas. D. McNulty, Proprietor. Terms \$1 a day. First class accommodation, good stabling and attentive hostler. Detroit and Wallaceburg steamers stop opposite hotel permitting passengers to remain in town five hours between the up and down trips. An excellent summer resort. Good fishing."

In 1834 Sombra, Dawn and Moore were the only townships in Lambton to have public schools. The teacher in the Sombra School was James Henderson. In 1962 the township had 18 schools, but they were all

closed after a central school near Wilkesport opened in 1962 and another near Sombra Village in 1964. It is interesting to note that the Crown deeded part of lot D in the ninth concession to King's College in 1828.

The first post office in the township opened in Sombra Village in 1851. In the following year, offices were established at Baby's Point, and Wilksburg, later called Wilkesport, and the mail was brought in once a week on horseback from Louisville, Kent. One office after another opened until in 1911 there were thirteen in the township.

Among the offices named to honour Sombra people were: Beecher, Thornyhurst, and Henry's Corners. Duthill and Avonroy were named for places in Scotland, and Charlemont for one in Ireland. Pardee was named for the federal member for West Lambton 1905-1921. Bickford was named for an official of the Huron and Erie railway. Another office was called Terminus. After rural mail delivery started in 1912 most of these offices closed and mail went out from Sombra Village, Beecher, Port Lambton, Wilkesport, and Bickford.

The first museum in Lambton County opened in Sombra village in 1959. In it are copies of Sombra township's only newspaper **The Outlook** published from 1908 to 1914; a deed for 100 acres in lot thirteen, concession five of Sombra township granted by George IV in 1823 to Jacob Smith for services in Canada in the war of 1812; and household and farm implements used in the years since the Indians relinquished the township to the Crown in 1796.



Hamilton Hotel, Wilkesport

Warwick

The first settlers came to Warwick in 1832. The greater part of them were men from a regiment of English foot soldiers who had been retired on half pay. The civilians were mostly Irish and among the first of these to arrive was Henry Hume. Names of some of the soldiers were Freer, Rivers, and Luckham. Sir John Colborne had been instrumental in bringing them out, and below is part of a letter he wrote to Lord Goderich, the colonial secretary, concerning them.

"Toronto, January 10, 1833.

My Lord,

In Adelaide and Warwick about 3500 persons have been established, a population that will much advance the interests of the Western District. I have authorized the employment of the destitute immigrants in the townships in opening up a road to Lake Huron. Some of them will, I hope, find work on the location of the officers and other settlers who have lately purchased land in that part of the province.

I regret to state that many of the pensioners, who arrived last season, having commuted their pensions are in great distress and cannot without assistance, remain on their land."

The road Sir John refers to is the Egremont Road that runs from London through Warwick to the Plympton townline and then on the bias to Errol on Lake Huron. Not only did the building of it alleviate the want of the settlers but it gave them a road at a time when the most of Lambton depended on the blazed trails left by the surveyors. In 1845, Warwick benefited again when the Sarnia-London road was built and joined into the Egremont at Warwick Village.

Even with the help of the roads Warwick pioneers had a difficult start. Many of the soldiers sold their land and moved their families elsewhere having had no experience to fit them for life in the bush. A missionary writing of Warwick in the **Christian Guardian** in 1842 said, "the people are chiefly English and very poor. I have seen some mothers of families come out in winter to hear preaching with their feet rolled up in rags . . ."

Fortunately game was still abundant. It

was not until the Pottawatamie Indians came into the county in the early forties that the deer herds disappeared. Unlike the Chippewas, who killed only what they needed, the Pottawattamies hunted for the pleasure of it. Wild turkeys too were plentiful until 1846 when an unusually severe winter drove them to the barnyards for food where they were killed.

The first harvests were poor. The wheat in 1835 looked promising but rain ruined it and most of it was fed to the livestock. Bread made from it was waxy and unpalatable. However bad wheat would make whisky, and the Kilworth distillery in Delaware township, Middlesex county, did a rushing business.

Warwick pioneers lacked good water-power and until Gardner's mills opened in Brooke and Enniskillen in 1837 and 1842, and Utter's at Rock Glen in 1837, there were no grist mills nearer than Mount Brydges.

Sawmills on the other hand preceded the local grist mills. Arthur J. Kingstone, who came from Ireland in 1833, bought a choice property west of Warwick village on Bear Creek, through Sir John Colborne, for \$2.00 an acre on condition he build a sawmill. His sawmill was in operation by 1850. Another sawmill, owned by William Auld, on the creek two miles above Warwick Village, operated about nine months of the year or as long as the water was high enough. After 1851, the deficiency of water-power was compensated for by steam engines and new grist mills and sawmills made their appearance.

The forests of Warwick were a veritable coal mine for the steam engines. Wood fuelled the mills at Arkona, Forest, Warwick Village and Watford, and wood was used up at a terrific rate by the railway engines. But even before the trains came, half the forest was gone. Some was burned to make potash and some taken to the St. Clair River to fuel steam boats. Most of it must have disappeared by 1896, for in that year, the Watford paper noted that "Reeve Henry Lawrence, [who ran a lumber mill in Watford] left on a purchasing tour of the Georgian Bay lumber district."

A soil map shows that the land cleared of forest was on the average more fertile and much better drained than that in the other townships. Both branches of the Sydenham

River rise in Warwick and drain the land to the south and south-west, while Hickory Creek drains to the north-west, and a tributary of the Aux Sables flows to the north-east.

In the early days, the land was sown in wheat as quickly as it was cleared. The crop of spring wheat in 1864 amounted to 97,089 bushels, 33,000 more bushels than that of Plympton, which was the township with the next highest yield. To-day much of the former wheat land is used to pasture beef cattle and to raise poultry. Wheat is still grown and it with corn and soya beans constitute the principal crops.

Warwick grew quickly. There were 472 people in the township in 1836 mostly along the Egremont Road. By 1851, Warwick was the most populous township of the ten with 2069 people. After the railroads went through, the Great Western in 1858 and the Grand Trunk through the north-west tip in 1859, the population rose to 3338 by 1861.

It was then the most prosperous township judging by the assessment returns, which show that Warwick citizens had 224 carriages "kept for pleasure" in contrast to a total of 212 such vehicles in all the rest of Lambton. Under continued prosperity, the township reached its maximum size in 1871 with 4677 people. The population did not decrease after that as much as census figures indicate because Arkona, Watford, and Forest all incorporated within the next six years, nor are their populations included with the present population figure of 2346.

The early population was predominately Anglican. In 1861, 970 out of the 3338 people were of that faith. The next largest denomination was the Methodist with 748, followed by the Presbyterian with 583, Baptist 216, Congregational 202, and Mennonites 85. The Anglicans were the first to build a church, St. Mary's at Warwick, erected in 1843. This was one of 44 in the province that Sir John Colborne endowed with Clergy Reserve funds. However, the first congregation in the township was organized by the Congregationalists in 1839.

Private schools existed in the 1830's, but the first "common" school seems to have opened at Warwick village in 1840 with Joseph Tanner the first teacher. By 1849 there were nine "common" schools. Advertisements for teachers in those days differed from the ones now as can be seen from the following:

"A teacher wanted for School Section No. 1 in the township of Warwick, a male or female teacher, who holds a second or third class certificate, an elderly person would be preferred. Salary will be liberal, and according to ability. Communications (prepaid) addressed to the undersigned trustees, will be promptly attended to. Henry Maidment, Thomas Goodhill, Thomas Stephenson, Secretary. Warwick, May 8, 1856."

It was not all work in Warwick schools as this piece taken from the **Forest Free Press** of December 24, 1903 reveals: "The pupils and teacher of S.S. No. 19 enjoyed a pleasant treat on Friday afternoon when Charles Maidment entertained them with several choice selections from his gramophone."

By 1910 Warwick had 17 rural schools all of which closed when Warwick became the first township in Lambton to have a Central School. This school opened in September 1957 on the Egremont Road, now Highway No. 7, one mile east of Warwick Village.

A cheese factory formerly occupied the site of the school. It was one of three cheese factories that Warwick had to handle the produce of the large dairy herds, which began to be raised in the 1870's.

Another cheese factory was located at Birnam, a hamlet that served the early settlers for shopping, mail, and other services. The post office there was open from 1874 to 1915.

Wisbeach, a stage stop on the London Road, also had a post office. It was open from 1854 to 1915.

A third office was at Kingscourt and was open from 1884 until 1915. At Kingscourt there was the McCormick tile and brick yard and a Grand Trunk railway station. Running into the main line there, was the privately owned tram line of Arthur Kingstone, a line with wooden rails and horse-drawn cars used to haul salt.

In 1870 Kingstone drilled west of Warwick Village what he hoped would be an oil well but which turned out to be Lambton's first salt well, and one that produced over the next ninety years. An oil well such as Kingstone hoped for was not put down in Warwick until 1953. It is near Watford and yielded over 140 barrels a day at first.

The largest of the unincorporated places is Warwick Village. Like Corunna and Er-

rol, it was laid out under government auspices and was surveyed as a town site in 1832. Its post office, with Oscar Cleverly the first postmaster, is one of the four original post offices set up in Lambton. Situated at the junction of the Egremont and London-Sarnia road, the village was well located to serve the pioneers about it with stores, one man industries, and churches. It was a stage stop and had as many as three hotels at one time to accommodate the travelling public.

Anglicans built a church there in 1843, the Roman Catholics in 1859, and the Wesleyan Methodists in 1861. An Anglican Church is still there, the Methodist is now United, and the Roman Catholic closed when one opened at Watford in 1875.

The population of the village grew from about 60 in 1850 to around 200 in 1880. In this interval, it had a steam grist and saw-mill, and the brick and tile plant of Janes and Auld nearby. Meanwhile Watford, due to its railway facilities, succeeded the village as the most important centre in south Warwick.

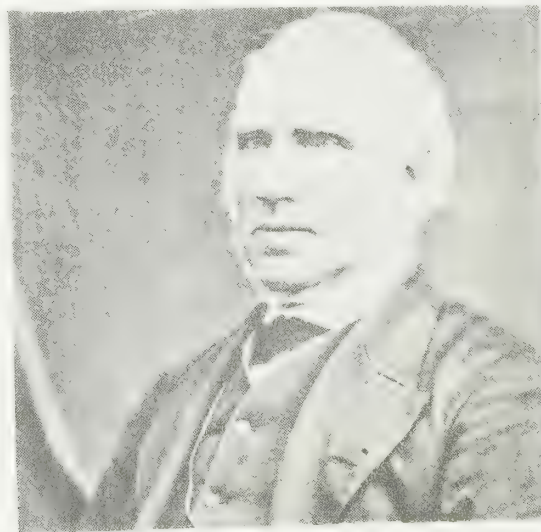
Warwick Village and the township were surveyed the same year. Peter Carrol gave them their novel survey in 1832. Carrol started at the Egremont Road and numbered the concessions, which run east and west, from one to six on the south side of the road, and from one to eight on the north side. The lots he numbered west to east from two to thirty. Adding to the oddity of the survey, the boundary with Bosanquet, which lies like a shed roof on the map of Warwick, cuts off concession six, seven, and eight into a long thin triangle.

The Indians sold the south-east corner of the township to the Crown in 1822 and the rest in 1827. Sir John Colborne named it for the Earl of Warwick. Warwick had helped Sir John get his first commission in the British army.

The township council of 1850, the first to hold office after the Municipal Act of 1849, was composed of reeve, Robert Campbell, and councillors, John D. Eccles, George Harrower, Robert A. Hill and William McAlpine. Roads and their maintenance occupied a good deal of council time, and in 1854 council had to deal with a petition signed by nineteen persons asking that the townline between Bosanquet and Warwick be opened.

Township government had existence at least six years before the first municipal council took office. One early official was Joseph Litte, a Methodist lay preacher, who was tax collector in 1846. Later a farm given Little by Arthur J. Kingstone was sold to pay the taxes "Uncle Joe" was too lenient to collect. After that he combined the duties of a Warwick school teacher with those of travelling preacher.

Little's monument in the cemetery south of Warwick Village is one of the historic sites of Warwick. Another is the monument near Wisbeach of James Robertson who fought in the Peninsular War. The Watford Armoury, the last armoury in Lambton, now a slipper factory is another memento of the past. It was a successor to the first drill shed in the county, which was built at Warwick Village and subsequently moved to Watford. An early stone bridge, a copy of a Scottish bridge, built by William Auld, is still standing on private property near number 12 sideroad north of Warwick Village. Last of all there is a monument to a race horse, Dr. Stanton, beside the highway east of Warwick Village that might be considered partly as a tribute to all the fine horses for which the township was noted in times past. The prosperous township itself is a fitting memorial to all those who have laboured in it since 1832.



Uncle" Joe Little, 19th century Lambton evangelist

Minutes, Reports and By-Laws of the County Council of the County of Lambton 1867

LANTON COUNTY COUNCIL, 1867.

WARDEN----- ROBERT RAE, Esq.

MUNICIPALITIES.
Township of Bosanquet, Robert Rae, DY-REEVES.
Township of Brooke, Edward Bowley, Albin Rawlings.
Township of Dawn, Edwin Amsden,
Township of Enniskillen, Geo. S. Macpherson,
Township of Euphemie, Alex McAlpine,
Township of Moore, Robert Fleck,
Village of Oil Springs, Edwin D. Kerby, John McKae.
Village of Petrolia, Wm. H. McGarvey,
Township of Plympton, Wm. Donnelly, Robert Jardine.
Town of Sarnia, George Russell, Charles Taylor.
Township of Sarnia, John Waddell,
Township of Sombra, James Dawson,
Township of Watwick, Peter Graham, John D. Eccles.

COUNTY CLERK ---- HUGH SMITH.

AUDITORS.

Geo. A. Carman, S. A. Mac Vicer.

STANDING COMMITTEES.

FINANCE.

CHAIRMAN ----- Robert Fleck.
Charles Taylor Geo. S. Macpherson.
Peter Graham, John Waddell.
E. D. Kerby,

EQUALIZATION OF ASSESSMENT ROLLS.

CHAIRMAN ----- Geo. S. Macpherson.
William Donnelly, John D. Eccles.
John Waddell, George Russell.
Albin Rawlings.

PUBLIC BUILDINGS.

(Formerly Jail Inspection Committee.)

CHAIRMAN ----- Geo. Russell.
E. D. Kerby, Wm. Donnelly, Alex. McAlpine, A. Rawlings.

INTERNAL IMPROVEMENT.

CHAIRMAN ----- Geo. Russell.
Alex. McAlpine, John McKae, Robert Jardine,
Peter Graham, John Waddell, Wm. H. McGarvey.

SPECIAL COMMITTEE

To make necessary inquiries with regard to establishment of House
of Refuge or Industry
CHAIRMAN ----- Peter Graham
The Warden J. Waddell Robt. Fleck Geo. Russell

REPORTS

REPORT OF JAIL INSPECTION COMMITTEE.

To the Warden and Councilors of the County of Lambton, in Council assembled:

The Jail Inspection Committee beg leave to make the following report:
That they have visited the Jail and found each department in a clean and orderly manner; that there are at present in the Jail fifteen prisoners, including the deaf and dumb boy; and your Committee would recommend that a suit of clothes be immediately procured for this deaf and dumb boy, who is in a very indecent state for the want of proper clothing; also, eight common benches and six night-chambers; and also that the cess-pool wants immediate attention, as it requires to be emptied. And that the attention of the Council be called to the last two letters of the Prison Inspector, dated 2nd of August, 1866, and 21st December, 1866.

All of which is respectfully submitted.
GEORGE RUSSELL, Chairman.
Committee Room, Sarnia, 24th January, 1867.

REPORT OF COMMITTEE ON PUBLIC BUILDINGS

To the Warden and Councilors of the County of Lambton, in Council assembled:

The Committee on Public Buildings beg leave to report that they think it advisable to have the suggestion of the Registrar carried out, and would recommend that the Warden be authorized by this Council to have sliding doors erected in front of as much of the Pigeon Holes in the new Registry Building as the Registrar think necessary.

GEORGE RUSSELL, Chairman.
Committee Room, Sarnia, Jan'y 24, 1867.

ANNUAL STATEMENT

Of the Directors of the Sarnia and Florence Road Company, for the period from the 1st January till the 30th November, 1866. Presented to the Council of the County of Lambton, at their meeting in January, 1867 in accordance with the Statute.

1. The Cost of the Work,	\$40,286.74
2. The amount of all money expended,	40,286.74
3. The amount of the Capital Stock,	35,040.00
Amount paid in,	29,813.42
4. The whole amount of Tolls, including Salaries &c., expended on the work,	7,310.00
5. The amount received for Tolls for Nov'r 30th	5,674.18
6. The amount of Dividends paid,	None.
7. The amount expended for repairs,	1,226.54
8. The amount of debts due by the Company, viz., Debentures issued by the Directors to enable them to finish the Road,	4,000.00

EBENEZER WATSON,
Sec'y & Treasurer S. & F. Road Co.
Sarnia, January 23, 1867.

TREASURER'S REPORT

To the Municipal Council of the County of Lambton:

The County Treasurer begs leave respectfully to report:

That he has prepared and submits herewith a general abstract of the accounts of moneys received and expended during the year 1866, showing a balance on hand on the 31st December, of \$1,283.16. To this may be added the sum of \$5,059.50 then remaining due on County Rates; and \$1,200 due from the Government on Criminal Justice account, making together \$7,542.66 as the whole amount available for the liabilities and expenses of the current year. Of this, \$3,469 must be carried to the Sinking Fund account. The remainder, \$4,073.66, will not be nearly sufficient to meet the demands against the County before the rates of the present year can be collected. A large balance is still to be paid for the building of the Registry Office, and a yet larger sum will, it is expected, be required to pay the Registrar for services rendered as required by the new Registry law. Your Treasurer therefore believes it will be necessary for the Council at its present session to authorize him to retain a certain amount--probably \$3,000--rateable, from the several Municipalities, out of the taxes he may collect for them prior to the 1st of May, otherwise there will be no funds to meet current expenses after the month of July.

The increase of expenditure during the year on Criminal Justice accounts and Jury expenses, and the large sums required for the Registry Office, form the chief items of the excess over the payments of former years. The Municipal expenses have not exceeded the average.

The collections of Non-Residents' Taxes including those made by the Sheriff, amounted to \$22,713.15, all of which has been accounted for or paid over to the several Municipalities to which they were due. In connection with this subject, your Treasurer would respectfully ask the attention of the Council to the 157th Section of the new Assessment Act, and request that a By-law, as there provided, may be enacted to direct him what course to pursue with reference to these collections in future.

The Debentures for \$5,000, issued under By-law No. 44, for the building of the new Registry Office, were negotiated by the Warden and Treasurer as directed, and realized the sum of \$4,750, as credited in the account.

All of which is respectfully submitted.

ALEXANDER VIDAL, TREASURER OF LAMBTON
Treasurer's Office, Sarnia, January 23, 1867.

COUNTY OF LAMBTON

General Abstract of Account with ALEXANDER VIDAL, Treasurer,
For the Year 1866.

DR.		
PAYMENTS ON ACCOUNT OF COUNTY BUILDINGS:		
Insurance on Court House and Jail,.....	\$119 66	
Repairs do.,.....	296 36	\$416 02
Building new Registry--part payment,.....		2498 16
JURY EXPENSES:		
Jurors' Pay-Lists,.....	1961 56	
Clerk of the Peace, for Jury Books,.....	206 50	
Selectors of Jurors,.....	60 00	2228 06
CRIMINAL JURISDICTION EXPENSES:		
Sheriff's Accounts, including Summoning Jurors	1331 89	
Clerk of the Peace's Accounts,.....	626 00	
Board of Prisoners and Jail Supplies, Wood, 1479 70		
Quarter Sessions' Printing Accounts,.....	299 69	
Jailer's Salary and Accounts,.....	749 89	
Turnkey's Salary,.....	314 28	
Matron's do.,.....	87 01	
Surgeon's Salary and Medical Supplies,.....	130 00	
Constables and Crier of Court,.....	825 09	
County Crown Attorney, Salary and Accounts,...	453 50	
Indigent Witness' Expenses,.....	63 00	
Coroners' Orders and Accounts,.....	301 05	
Handcuffs purchased,.....	102 00	6763 10
MUNICIPAL EXPENSES:		
Reeves' Pay-Lists,.....	847 00	
Treasurer's Salary,.....	500 00	
Clerk's Salary and allowance for Extras,....	186 05	
Solicitor's Salary,.....	100 00	
Auditors' Salaries,.....	100 00	
Messenger and Court House Keeper,.....	46 12	
Clerk's and Treasurer's Postage and Stationery	102 39	
Printing for Council,.....	164 70	2046 26
MISCELLANEOUS ITEMS:		
Board of Public Instruction Orders,.....	142 29	
Grants for Building or Repairing Bridges,....	400 00	
Township Treasurer's per-centage on Co. Rates	228 84	
Interest on Debentures and to Mun. Loan Fund.	1895 00	
Paid into Sinking Fund--Interest received from		
Bank U. C.,.....	52 00	
Registry Books,.....	703 45	
J. A. Smith, Dy. Registrar, on acct. for Copying	1000 00	
Memorials,.....		
Sundries--Militia Expenses, &c., not included	346 78	
in above items,.....	1283 16	
Balance in Treasury 31st December, 1866,....	\$20,009 12	

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REPORT OF THE SPECIAL COMMITTEE

Appointed to make the necessary enquiries respecting the establishment of a House of Refuge and Industry in the County of Lambton.

APPROXIMATE ESTIMATE
PROBABLE COST OF FARM, BUILDINGS, AND
NECESSARY APPENDAGES.

50 acres of Land at \$30 per acre.....	\$1500 00
Dwelling-house for Keeper and Matron, 40 X 26, 1½ story high,...	1000 00
House of Refuge for male paupers, 70 X 24, 1 story,	1000 00
House of Refuge for female paupers, 70 X 24, 1 story,	1000 00
House for Wash-house, and idiotic paupers, 35 X 24, 1 story,...	500 00
Barn, 30 X 50, 16 feet posts,	300 00
Stable and Drive-house, 30 X 24, 16 feet posts,	150 00
Wood Shed, 12 X 20,	50 00
Well and Pump,	50 00

PROBABLE COST OF TEAM, STOCK, AND FARMING UTENSILS.

1 team of Horses and Harness,	230 00
1 Lumber Wagon,	75 00
1 Plough, \$15; 1 Cultivator, \$25; 1 pair of Harrows, \$10,	50 00
Spades, Shovels, Axes, Hoes, Forks, etc,	25 00
2 Cows, at \$30 each,	60 00
10 Sheep, at \$3 each,	30 00
5 Hogs, at \$3 each,	15 00

PROBABLE COST OF FURNISHING HOUSE OF REFUGE

30 Bedsteads, and Bedding for the same,	300 00
Tables and Benches,	25 00
Stoves and Stove-pipes,	100 00
Knives, Forks, Spoons, Dishes, etc.,	100 00
Total cost of Farm, Buildings, Stock, Implements, etc., etc.,...	<u>\$10,687 50</u>

Probable cost of Boarding 30 inmates, at 25c. per day, ..\$2737 50
Clothing and Shoes for 30 inmates, at \$13 each perann., 390 00
Annual Salary of Keeper and Matron 600 00
Annual Salary of Surgeon 100 00
Annual Salary of 3 Inspectors, at \$100 each, 300 00

Approximation of Total amount required for all purposes in connection with the establishing and maintaining of a House of Refuge and Industry first year,

Probable amount required annually to maintain the establishment,

All of which is respectfully submitted.

PETER GRAHAM, CHAIRMAN.
Committee Room, Sarnia, June 14th, 1867.

BY-LAWS.

A BY-LAW

For granting additional aid towards the construction of a Bridge over the River Aux Sables.

Passed 27th June, 1867.
WHEREAS THE SUM OF THREE HUNDRED DOLLARS HAS BEEN granted to aid in the construction of a Bridge over the River Aux Sables, upon the County Line between the Counties of Lambton and Middlesex, at a point where the said River Aux Sables intersects and divides the highway leading from the Village of Widdier in the County of Lambton, to the Village of Sylvan in the County of Middlesex:

And whereas the said sum of Three Hundred Dollars is found to be insufficient to meet the appropriation from the said County of Middlesex for the construction of said Bridge:

BE IT THEREFORE ENACTED by the Corporation of the County of Lambton, that a sufficient sum, not exceeding Four Hundred Dollars, be appropriated, in addition to the said sum of Three Hundred Dollars, to meet the appropriation from the said County of Middlesex, for the construction of said Bridge.

AND BE IT FURTHER ENACTED, That the Warden is hereby authorized to issue his Warrant for the said sum of Four Hundred Dollars, when and so soon as the said Bridge shall be completed.

ROBERT RAE, WARDEN.

HUGH SMITH, COUNTY CLERK.

A BY-LAW

To grant the sum of Two Hundred Dollars, to assist the Corporation of the Village of Petrolia in building a Lock-up in said Village.

Passed 27th June, 1867.

BE IT THEREFORE ENACTED BY THE MUNICIPAL CORPORATION of the County of Lambton, That the sum of Two Hundred Dollars be, and is hereby granted to aid the Corporation of Petrolia in building a Lock-up in the said Village of Petrolia.

BE IT FURTHER ENACTED, That John H. Fairbank, Esquire, be, and he is hereby appointed a Commissioner, on behalf of the said Corporation, to superintend the expenditure of the said sum of Two Hundred Dollars.

AND BE IT FURTHER ENACTED, That the Warden be, and he is hereby authorized to grant his Warrant for the said sum of Two Hundred Dollars, as soon as the said Commissioner shall have reported the completion of the said Lock-up.

ROBERT RAE, WARDEN.

HUGH SMITH, COUNTY CLERK.

A BY-LAW

To grant the sum of Three Hundred Dollars, to provide for the entertainment and travelling expenses of the Lambton Battalion of Volunteers, on their assembling to celebrate the inauguration of the NEW DOMINION OF CANADA.

Passed 27th June, 1867.

WHEREAS IT IS REQUISITE TO PROVIDE FOR THE ENTERTAINMENT and travelling expenses of the Lambton Battalion of Volunteers on their assembling to celebrate the inauguration of the Dominion of Canada:

BE IT THEREFORE ENACTED by the Corporation of the County of Lambton, That the sum of Three Hundred Dollars be appropriated out of any funds of the said Corporation which are or may be in the hands of the Treasurer thereof, for the purpose of providing for the entertainment and travelling

of said Battalion of Lambton Volunteers, and that the Warden be empowered to grant his warrant in favour of the Lieutenant-Colonel of the said Lambton Battalion for said sum; to be by him expended in accordance with this By-Law.

HUGH SMITH, COUNTY CLERK. ROBERT RAE, WARDEN.

A BY-LAW
TO Fix the Salary of the Treasurer, Clerk, and Messenger of the Council.

WHEREAS IT IS EXPEDIENT THAT THE ANNUAL SALARIES OF THE County-Treasurer, the County Clerk, and the Messenger of this Council be fixed: BE IT THEREFORE ENACTED by the Municipal Council of the County of Lambton, in Council assembled, That the following Salaries be paid annually to such officers, viz.:

To the County Treasurer, Five Hundred Dollars, per year, irrespective of such fee as are prescribed by Statute; such rate of salary to date from the passing of this By-Law.

To the County Clerk, Three Hundred Dollars per year, irrespective of such fees as are prescribed by this Council, or by Statute; such rate of salary to date from the passing of this By-Law.

To the Messenger of this Council the sum of Sixty Dollars per year;

BE IT FURTHER ENACTED, That the balances or sums payable, or to become payable to such officers, shall be paid quarterly, at the rates mentioned, at the end of the quarter during which they shall accrue.

BE IT FURTHER ENACTED, That the Warden be, and he is hereby authorized from time to time to grant his Warrants, in accordance with this By-Law, payable at the office of the Treasurer, for the payment of such salaries.

AND BE IT FURTHER ENACTED, That any By-Law or By-Laws heretofore enacted, fixing the salary of any or all of the said officers, are hereby repealed.

HUGH SMITH, COUNTY CLERK. ROBERT RAE, WARDEN.

A BY-LAW
To Provide for the Current Expenses of the County of Lambton, for the year 1867.

WHEREAS IT IS NECESSARY TO RAISE THE SUM OF THIRTEEN THOUSAND Five Hundred Dollars, to defray the Current Expenses of the County, of Lambton for the year one thousand eight hundred and sixty-seven:

BE IT THEREFORE ENACTED by the Municipal Council of the County of Lambton, in Council assembled, That the sum of Thirteen Thousand Five Hundred Dollars shall be raised, levied, and collected, upon the ratable property of said County, in addition to all other rates and assessments for and during the present year, for the general purposes of the County.

AND IT FURTHER ENACTED, That the said assessment or levy of Thirteen Thousand Five Hundred Dollars be apportioned and borne by the several Townships; and the Town of Sarnia and the Villages of Oil Springs and Petrolia in the said County, in the proportions or shares hereinafter named; and the sum set opposite to the name of each Township, Town, or Village in the Schedule hereunto annexed, marked A., shall be raised, levied, and collected therein, on the ratable property in each respectively as and for the County Rates, to be applied, when collected, for the general purposes of the said County.

AND BE IT FURTHER ENACTED, That the said apportionment shall be collected and paid over to the Treasurer of the County on or before the fourteenth day of December next ensuing the passing of this By-Law.

HUGH SMITH, COUNTY CLERK. ROBERT RAE, WARDEN.

SCHEDULE.

BOSANQUET,.....	\$1061 84	PLYMPTON,.....	\$1307 50
BROOKE,.....	1039 31	PETROLIA,.....	917 25
DARN,.....	848 90	SARNIA TOWN,.....	1340 84
ENKISKILLEN,.....	1493 27	SARNIA TOWNSHIP,.....	655 26
EUPHREMIA,.....	623 90	SOBRRA,.....	962 14
MOORE,.....	1173 14	WARWICK,.....	1159 00
OIL SPRINGS,.....	917 25		

A BY-LAW
For the Payment of Qualified Teachers and Local Superintendents of Common Schools for the current year. Passed 27th June, 1867.

WHEREAS IT IS NECESSARY, IN ACCORDANCE WITH THE PROVISIONS of the Common School Act, to assess the several Municipalities in sums equal at least to the sums apportioned from the Legislative School Grant:

BE IT THEREFORE ENACTED by the County Council of the County of Lambton, That there be raised, levied and collected, upon the ratable property in the several Municipalities in the Schedule attached hereto, marked A, in the County of Lambton, in addition to all other rates whatsoever, for the purpose of paying properly qualified Teachers, a sum of money equivalent to the apportionment of the Legislative School Grant to each respectively, which sums shall be apportioned among the several Municipalities in the same ratio as the Government apportionment to Common Schools for the current year; which said respective sums shall be raised, levied and collected, in the same manner as all other County Rates now are by Law levied and collected, and shall be paid into the hands of the County Treasurer on or before the fourteenth day of December next ensuing.

AND BE IT FURTHER ENACTED, That the sum of Four Dollars for each School in each Municipality respectively, shall be raised, levied and collected in the manner aforesaid, for the purpose of paying the Local Superintendents thereof.

HUGH SMITH, COUNTY CLERK. ROBERT RAE, WARDEN.

SCHEDULE (A.)

BOSANQUET,.....	\$440 00	PETROLIA,.....	73 00
BROOKE,.....	260 00	PLYMPTON,.....	440 00
DARN,.....	109 00	SARNIA,.....	260 00
ENKISKILLEN,.....	140 00	SARNIA TOWN,.....	230 00
EUPHREMIA,.....	267 00	SOBRRA,.....	204 00
MOORE,.....	366 00	Do, For Sep. School,.....	18 00
MOORE, For Sep. School,.....	24 00	WARWICK,.....	450 00
OIL SPRINGS,.....	140 00		

Report of the FINANCE COMMITTEE.

To the Warden and Councillors of the County of Lambton, in Council assembled:

Your Committee on Finance beg to report, That having examined the following Accounts, they recommend payment:

To D. Mackenzie, for Linen Ticking for Jail,.....	\$ 2 79
John Wainomy, Lead Pipe and Soldering,.....	2 50
J. & C. Mackenzie, Jail Supplies and Repairs,.....	197 40
Wm. Ireland, Mason Work, Repairs and Materials,.....	35 31
Charles Taylor, Painting, Glazing, and Materials,.....	16 93
John Lynch, Cleaning out Jail Well,.....	2 00
James H. Wood, Advertising Division Courts,.....	40 00
James H. Wood, Advertising Tax Sale,.....	125 28
J. R. Gemmis, Advertising and Printing for Quarter Sessions and County Council,.....	165 50
E. R. Jones, examining Sylvan Bridge, &c.,.....	42 25
R. & H. Mackenzie, for alterations in the Council Chamber and Fence at Registry Office,.....	91 82

And your Committee further recommend that the account of John Hindley and John Cameron, Constables, for arresting the late Thos. F. Simpson, in July, 1865, amounting to \$30.14c., be not paid.

All of which is respectfully submitted.

ROBERT FLECK, CHAIRMAN.

Committee Room, Sarnia, Dec'r 12, 1867.

Report of the PUBLIC BUILDINGS' COMMITTEE.

TO the Warden and Councilors of the County of Lambton, in Council assembled:

Your Committee recommend that the following articles be procured for the use of the prisoners, as requested by the Jailier, namely: Twelve shirts for the male prisoners; six under-dresses for females, and twelve towels, to be made of some peculiar material, so that they may be known as Jail property; and that the Warden be requested to order the above articles.

COMMITTEE ROOM, SARNIA, 13th December, 1867.
GEORGE RUSSELL, CHAIRMAN.

A BY-LAW

To grant the sum of TWO HUNDRED DOLLARS to assist the Corporation of the Village of Oil Springs in paying the debt incurred by the said Corporation in erecting a Lock-up House in said Village.

Passed 13th December, 1867.

WHEREAS THE CORPORATION OF THE VILLAGE OF OIL SPRINGS did, in the year 1866, erect in said Village a Lock-up House, and in so doing incurred a debt of Four Hundred Dollars; and whereas it is deemed an act of justice by the Corporation of the County of Lambton to assist the said Corporation of Oil Springs in paying off said debt:

BE IT THEREFORE ENACTED, by the Corporation of the County of Lambton, That the sum of Two Hundred Dollars be, and the same is hereby granted to said Corporation, for the purpose set forth in the preamble hereof.

AND BE IT FURTHER ENACTED, That the Warden do grant his order upon the County Treasurer for the said sum of Two Hundred Dollars, to be paid out of any funds, unappropriated, in his hands.

HUGH SMITH, County Clerk.

ROBERT RAE, WARDEN.

A BY-LAW

To grant the sum of Three Hundred Dollars to aid the County Grammar School at Sarnia, in the County of Lambton.

Passed 13th December, 1867.

WHEREAS IT IS DESIRABLE THAT THREE HUNDRED DOLLARS BE granted out of the Funds of the County to assist in defraying the necessary expenses incurred for the support of said County Grammar School:

BE IT THEREFORE ENACTED, by the Corporation of the County of Lambton, in Council assembled, That the sum of Three Hundred Dollars be granted to the County Grammar School above mentioned, and that the Warden be, and is hereby authorized to grant his Warrant on the County Treasurer for the said sum of Three Hundred Dollars, to be paid out of any unappropriated funds of the County.

Hugh Smith, County Clerk.

ROBERT RAE, WARDEN.

A BY-LAW

To grant the sum of One Hundred Dollars towards defraying the expenses of educating and maintaining Deaf and Dumb Mutes of the County of Lambton, at the Deaf and Dumb Institute at Hamilton.

WHEREAS IT IS EXPEDIENT TO PROVIDE FOR EDUCATING AND MAINTAINING Deaf and Dumb Mutes of the County of Lambton:

BE IT THEREFORE ENACTED by the County Council of the County of Lambton, That the Treasurer of the County be, and is hereby authorized to pay, on the Warrant of the Warden, the sum of One Hundred Dollars, to defray the expenses of educating and supporting deaf and dumb persons, residents of the County.

AND BE IT FURTHER ENACTED, That the Warden is hereby authorized to grant his Warrant on the Treasurer for the said sum of One Hundred Dollars.

ROBERT RAE, WARDEN.

HUGH SMITH, County Clerk.

A BY-LAW

To provide for the payment of Grand and Petit Jurors in the County of Lambton, for the year 1867.

Passed 13th December, 1867.

WHEREAS IT IS NECESSARY FOR THE PAYMENT OF Grand and Petit Jurors attending the Courts of the County of Lambton for the year 1867:

BE IT THEREFORE ENACTED, by the County Council of the County of Lambton, That the sum of One Dollar per diem shall be paid to each and every Grand and Petit Juror, for each days' actual attendance at any of the said Courts--the Courts of Assize and Nisi Prius, and the General Courts of Quarter Sessions of the Peace and County Courts, in and for said County; and a further sum of Ten Cents for every mile necessarily travelled by the Jurymen from his place of residence to the Court House of said County.

AND BE IT FURTHER ENACTED, That the Sheriff of said County shall be entitled to receive the following sums, and no more, for his services under this By-law, viz.: For every Pay List the sum of Fifty Cents, and for checking the same the sum of Fifty Cents each day; and for certifying and returning to the Treasurer of said County the said Pay Lists, the sum of Fifty Cents; and for paying said Jurors, for each List the sum of Fifty Cents.

AND BE IT FURTHER ENACTED, That for the purpose of creating a fund for the payment of said Jurors, there shall be appropriated the sum of Three Thousand Dollars out of any Balance, in the hands of

the County Treasurer, although such sums may have been set apart, but not expended.

AND BE IT FURTHER ENACTED, That should the above sum of Three Thousand Dollars together with sums derivable from sources mentioned in the Act 13th Vic., Cap. 14, prove insufficient for the payment of said Jurors, the Treasurer shall make up the deficiency out of any money he may have in his hands, and such deficiency shall be included and levied in the following year's estimate.

HUGH SMITH, COUNTY CLERK.

ROBERT RAE, WARDEN.

Errata

- Page 16 Caption should read "James Beard sinking,
 Conger standing by. Sarnia ferries."
- Page 24 Col. 2 Read "Pere Marquette" for "Piere Marquette."
- Page 45 Col. 2 Read "threatens" for "threatened."
- Page 54 Col. 2 Read "1965" in "In 1925 the C.N.R. . . ."
- Page 65 Col. 1 Read "Mississauga" for Missisauga."
- Page 67 Col. 1 Read "Canada Steamship Lines."
- Page 77 Col. 1 Read "Montgomery" for "Mongtmery."
- Page 83 This picture is repeated on page 90.
- Page 92 Read "Cameron" for "Campbell."

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(e.g., 2a, 2b)

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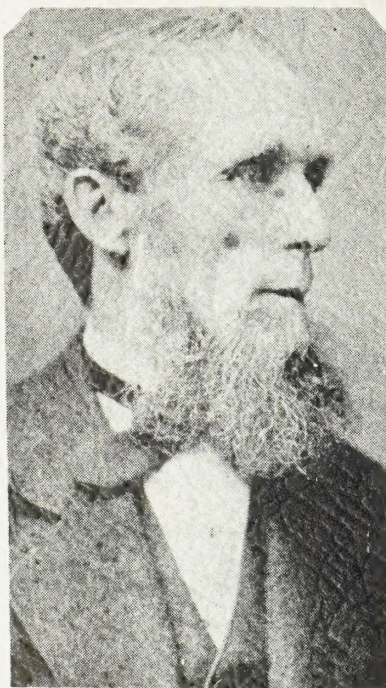
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